

Track plan: Mountain
operation in a bedroom

Digital control for your
passenger train lights

SD40-2 with
sound



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Operations on a railroader's layout

2 new layout techniques

- Steel benchwork
- Gator board construction

4 ways to make realistic trees



Carl Senffleben's
Atlantic Shores RR

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Vol. 72 • Issue 5

TAKE CONTROL OF YOUR ATLAS MASTER GOLD SERIES LOCOMOTIVES!

QUANTUM ENGINEER™ CONTROLLER - NEW!

NEW!



The New Quantum Engineer™ Controller allows DC users of Atlas Master Gold Series locomotives to utilize all of the QSI® Quantum System™ sound features that were previously available only to users with DCC-equipped layouts. Now, in addition to the horn and bell sounds, you can access all of the different engine settings and effects such as number board lights, flange squeal, dynamic brakes, coupler sounds, blower/fans, reverse lights and more!

In addition to these sound and lighting features, DC users are now able to access other advanced features such as programming options, locomotive braking, locomotive shut-down and start-up procedures, verbal scale speed readout and more!

Incredibly easy to setup!

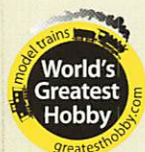
Simply wire the Quantum Engineer™ Controller between a standard DC power pack and the track. No other special equipment or wiring is required.

Enjoy the golden experience of HO sound on your DC layout by heading down to your local hobby store and getting yours today!

ITEM#	DESCRIPTION
325	Quantum Engineer™ Controller

Dimensions: Length-2.75", Width-5", Depth-1"

QSI®, Quantum System™ are registered trademarks of QSI Industries, Inc.



**VISIT YOUR LOCAL
HOBBY STORE TODAY!**

Note: The Quantum Engineer Controllers are designed to operate locomotives that have QARC (Quantum Analog Remote Control) technology. Except for simple horn and bell operations, the Quantum Engineer Control is not suitable for older Quantum-equipped engines that do not have QARC technology included.

QARC technology is included in all Atlas, Life-Like/Proto 2000 and Hobbcraft Canada sound-equipped locomotives. The more recent locomotive releases from Broadway Limited Imports (BLI) can also be operated; this includes the PRR K-4, EMD E-Series Passenger Units, EMD SD40-2, C&O T-1 steam locomotive, EMD Switchers, etc. BLI locomotive releases previous to these, as well as the Lionel® Challenger and Steam Turbine will not operate with the Quantum Engineer™ Controller.

**FOR
HO SCALE!**

For the NEW Winter 2005 Atlas HO & N Scale Locomotive & Freight Car Catalog, please send \$5 (\$7 outside the US) to the address shown below.

Atlas Model Railroad Co. • 378 Florence Avenue • Hillside, NJ 07205 • www.atlasrr.com



GIVE THIS MASTER A SHAKE

HO TRAIN MASTER LOCOMOTIVES - NEW ROAD NAMES!



Item #7723

FEATURES INCLUDE:

- Separately-applied door handles
- Real metal springs on trucks
- Realistic die-cast underframe
- Directional lighting
- Factory-equipped with AccuMate® couplers
- Railroad specific details (Lighted classification lights on some models)
- Five-pole skewed armature motor with dual-flywheels for optimum performance at all speeds • And more!

**NEW
ROAD NAMES!**

The Atlas HO Train Master Locomotive is available in two versions:

ATLAS MASTER™ SILVER SERIES:

- NMRA 8-pin plug for DCC (Item #'s 7800-7835 only)

ATLAS MASTER™ GOLD SERIES:

- Electronic Dual-Mode Decoder (e-DMD) (Item #'s 7700-7729 only) that allows your locomotive to run in DCC or DC

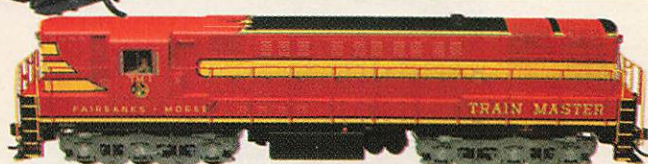
QSI® QUANTUM SYSTEM™ SOUND FEATURES INCLUDE:

(Atlas Master™ Gold Series only) (Item #'s 7700-7729 only)

- Dual speaker system • Authentic diesel engine sounds • Squealing brakes
- Doppler effect • Air let-off in neutral
- Coupler impact sounds when operated with DCC
- Helper mode that mutes the whistle and bell for double heading
- And more!

(Please see www.atlasrr.com for more details)

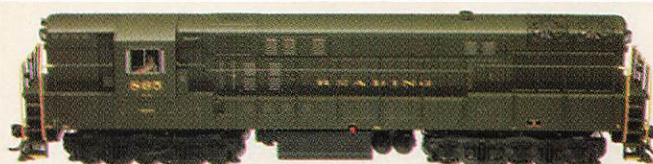
Note: Due to the higher starting voltage required to operate the sound system, it is not possible to MU a non-sound-equipped loco in DC (analog) mode.



Item #7720



Item #7831



Item #7833



Item #7717

ITEM#	ROAD NAME	ROAD NUMBER
HO TRAIN MASTER PHASE 1A - NEW ROAD NAMES! (WITHOUT DECODER AND SOUND) [DCC READY]		
7800	Undecorated Phase 1a (single headlight/small number boards)	
7823-7825	Erie Lackawanna (Black/Yellow)	1853, 1856, No #
7826-7827	Fairbanks-Morse Demonstrator (Orange/Yellow/Black)	TM-3, TM-4
7828-7829	Wabash (Blue/Gray/White)	550, 551
HO TRAIN MASTER PHASE 1B - NEW ROAD NAMES! (WITHOUT DECODER AND SOUND) [DCC READY]		
7803	Undecorated Phase 1b (dual headlights-both ends/small number boards)	
7830-7832	Southern Pacific (Gray/Scarlet)	3025, 3028, No #
HO TRAIN MASTER PHASE 2 - NEW ROAD NAMES! (WITHOUT DECODER AND SOUND) [DCC READY]		
7802	Undecorated Phase 2 (single headlight/large number boards/standard class lights)	
7833-7835	Reading (Dark Green/Gold Lettering)	865, 866, No #

†Union Pacific Licensed Product

ITEM#	ROAD NAME	ROAD NUMBER
HO TRAIN MASTER PHASE 1A - NEW ROAD NAMES! (WITH DECODER & SOUND)		
7700	Undecorated Phase 1a (single headlight/small number boards)	
7717-7719	Erie Lackawanna (Black/Yellow)	1851, 1852, No #
7720-7721	Fairbanks-Morse Demonstrator (Orange/Yellow/Black)	TM-1, TM-2
7722-7723	Wabash (Blue/Gray/White)	550, 551
HO TRAIN MASTER PHASE 1B - NEW ROAD NAMES! (WITH DECODER & SOUND)		
7703	Undecorated Phase 1b (dual headlights-both ends/small number boards)	
7724-7726	Southern Pacific (Gray/Scarlet)	3029, 3023, No #
HO TRAIN MASTER PHASE 2 - NEW ROAD NAMES! (WITH DECODER & SOUND)		
7702	Undecorated Phase 2 (single headlight/large number boards/standard class lights)	
7727-7729	Reading (Dark Green/Gold Lettering)	862, 863, No #

†Union Pacific Licensed Product



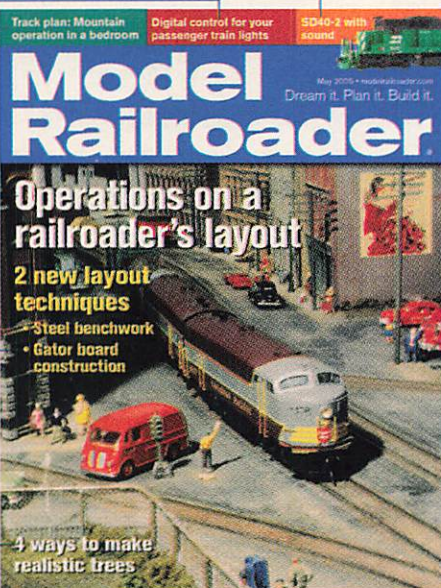
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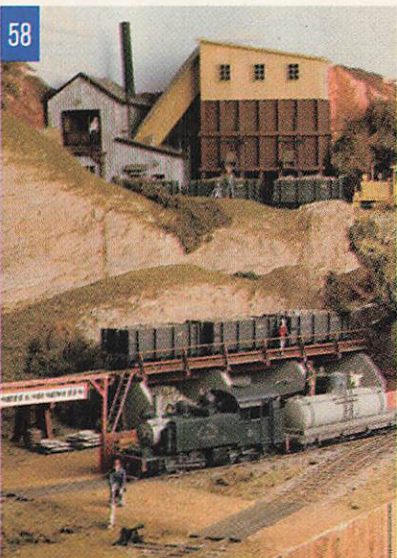
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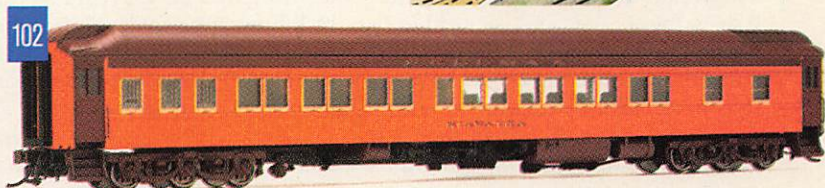
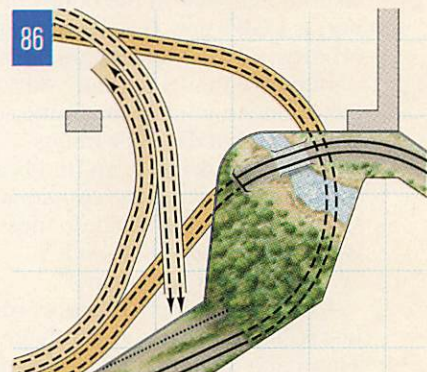
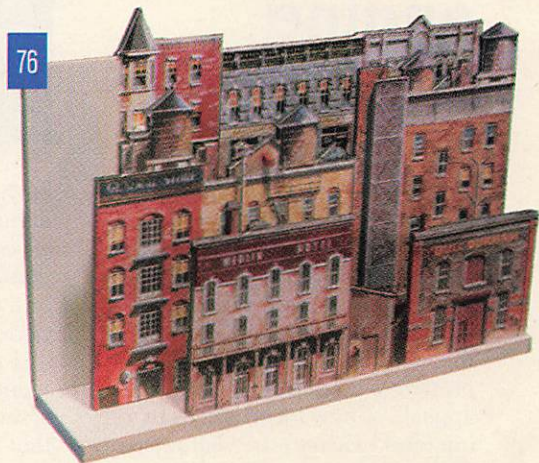
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A light look at our hobby
by David Popp

Coming next issue: The freelanced 17 x 21-foot HO scale West Virginia Northern is a masterpiece of craftsmanship based on railroads that ran through Tennessee, West Virginia, and Pennsylvania in the summer of 1952.



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The big engine

Terry Thompson, Editor



Working here at *Model Railroader* has some real advantages, one of which is that we get to see and test examples of some of the latest model locomotives. We also get a fair number of visitors coming through the building, so we get a pretty good reading of the "curb appeal" of new locomotives by seeing (and hearing) the visitors' reactions to them.

I make it a point to keep recent-production samples of at least one diesel and one steam locomotive in my office to show visitors from outside the model train business just how good the state of the art in the hobby really is. I usually have another locomotive or two on the shelf as well.

Right now, the piece that's provoking the most comments from visitors (whether in the hobby or not) is LGB's new G scale German-prototype 2-10-2 tank engine. It's a remarkable model in many ways: It has a hidden joint in the frame so that it can handle tight-radius curves, every detail I can find is a separate piece, and the craftsmanship is superb. But what do most visitors say when they see it? "Wow! That's a big engine!"

"The big engine." Those words just *sound* dramatic, don't they? They carry with them a feeling of irresistible power and incredible mass. Can't get the freight over the summit? Get the big engine. Want to find out just how good your track really is? Get the big engine. Even in this age of railroad- and era-specific model rosters, most model railroaders I know still have one or two "big engines." Even though they may not fit the layout's theme, their owners just plain like them.

This fascination with the exceptional extends to other parts of the hobby (especially to bridges, I think). If you see a cluster of casual model railroad fans at a train show, you can usually bet that they're looking at a spectacu-

lar bridge, a monster locomotive, an impressive structure, or an especially long train. Somehow a massive piece of model equipment or a dramatic scene inspires curiosity and even amazement.

I think that a few dramatic elements such as these can be a real asset to a model railroad. (Note that I said "a few"; include too many and a layout can become the visual equivalent of a shouting match, with every element competing.) Not only do they inspire the casual visitor (perhaps enough to create a new model railroader?), but they also help us connect to that sense of wonder we had when we started in the hobby. I remember being utterly fascinated by junctions and interlockings when I was a boy, and so I'm going to make sure my next layout has one or two groups of switches that not only serve a function but recall that interest. What elements of a model railroad amaze and intrigue you? If you can incorporate them into your layout, you'll be on your way to more fun.

This issue marks a transition for my friend and colleague Lionel Strang, who will be taking a hiatus from his "Workin' on the Railroad" column after seven years so that he'll have time to develop some feature stories (and a project railroad, if all goes as planned) for the magazine. In addition, to recognize Lionel's continuing role as a member of the MR team, we've named him a contributing editor. All of us at MR would like to congratulate him, and if you see him, please do the same.

Jerry

Dream it. Plan it. Build it.

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A.C. Kalmbach 1910-1981

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Editorial offices

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Fax:	262-796-1142
E-mail:	mrmag@mrmag.com
Web site:	www.modelrailroader.com

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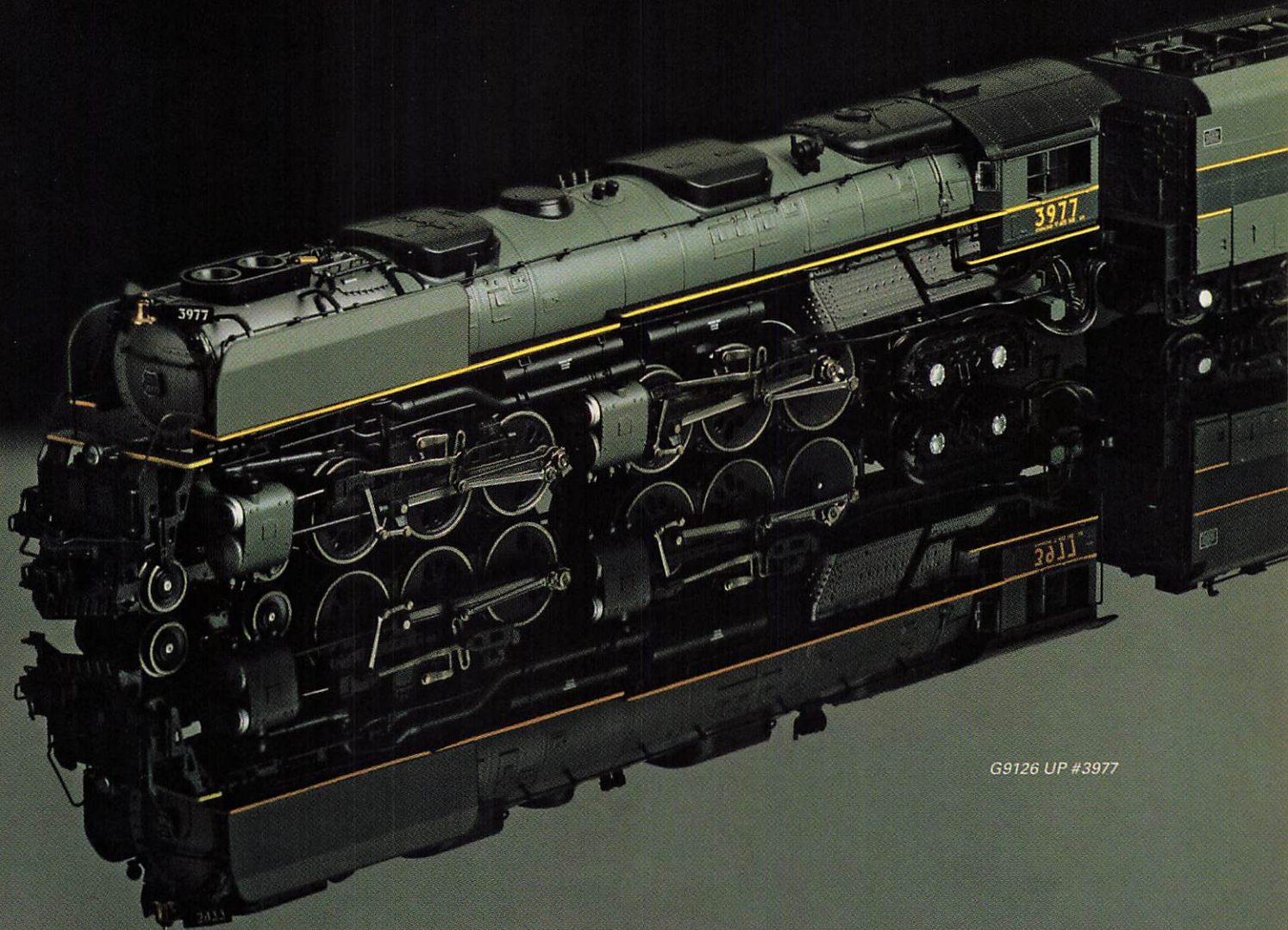
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G9126 UP #3977

Never settle for less than the very best.

It's the culmination of Athearn's rapid advancements in design, tooling and technology, resulting in unmatched accuracy and fidelity to its prototype. Genesis 4-6-6-4 Challenger locomotives are designed to take model steam realism to the highest level with highly developed features and finely nuanced detailing certain to make your HO scale layout stand out. For instance, the boiler backhead adorned with full details and realistically printed manual controls. And individually applied parts such as piping, valves and generators that make these models almost indistinguishable from the real thing. And crisp, authentic sound with the factory-installed DCC and soundboard with speakers.



Athearn's Challenger models are created to represent the finest three-dimensional operating miniature available of its prototype. And you can choose from a variety of popular roadnames, a Clinchfield #672 and four from Union Pacific*—#3943, #3977, #3985 and one undecorated Early D&RGW. See them all at your local hobby shop or online at www.Athearn.com.

This run of 4-6-6-4 Challengers is available in the following five models:

- G9121 Undecorated UP/D&RGW Early
- G9122 UP #3985 Fan Trip Version (Rerun)
- G9125 UP #3943 with Smoke Lifters and Coal Tender
- G9126 UP #3977 Two-Tone Gray with Oil Tender
- G9127 Clinchfield #672



Every detail of the real locomotive is represented



Pilot can be moved to the open or closed position



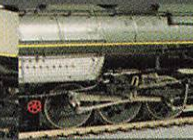
Designed to accept a #9 Seuthie smoke unit (sold separately)



Wireless handheld control unit allows true remote operation



Highly detailed steam cylinders and running gears



Drive wheels pivot to allow operation on 18" radius curves (22" suggested)



Fully detailed boiler backhead



Enclosed cabin includes operating door

News & Products



Nuremberg Toy Fair report

The 2005 Nuremberg Toy Fair was held February 10-15, 2005, in Nuremberg, Germany. *Model Railroader's* editor, Terry Thompson, attended, and here are some of the new items he saw:

Highlighted in this issue

- 10** Con-Cor HO scale *Pioneer Zephyr* preproduction sample
- 12** Assorted club cars in HO scale and S gauge
- 13** LGB 1:22.5 German prototype 2-10-2T steam engine
- 14** Accurail HO scale ready-to-run tri-level auto rack
- 14** List of manufacturers featured in News & Products

Bachmann showed its new On2½ Baldwin outside-frame 2-8-0 steam locomotive with factory installed Digital Command Control.

Brawa announced that it's entering the large scale market and will be releasing a 1:22.5-proportion 2-8-0 steam locomotive and coaches based on the Swiss meter gauge Rhaetian Ry. train.

Busch displayed its line of printable North American backdrops on compact disk. Some of the scenes available include the Rocky Mountains and Yosemite National Park. The firm also showed its new ready-to-use HO scale cornfields and HO General Motors "fishbowl" city bus.

Electronic Solutions Ulm announced that it will be entering the United States market. The firm's first products will be Digital Command Control (DCC) sound decoders with sounds recorded from North American prototype

locomotives. There will be 20 different decoders available, all measuring 15½mm x 30mm. The decoders, which can handle track voltages up to 20V, will include speakers and will be programmable by the user. Additional sound recordings can be installed. Samples will be on display at the National Model Railroad Association convention in Cincinnati, Ohio, this summer.

Herpa released an Audi A3 Sportback and BMW Schnitzer ACS 5 automobiles in HO scale. The models are available in the United States through Promotex Inc.

LGB is adding to its line of 1:22.5-proportion North American prototype models. The firm had samples of its new Amtrak General Electric AMD103 diesel locomotives; Great Northern 0-4-0 steam locomotives; Chicago streetcars; Amtrak Amfleet coaches and cafe cars; Atchison, Topeka & Santa Fe

locomotives. There will be 20 different decoders available, all measuring 15½mm x 30mm. The decoders, which can handle track voltages up to 20V, will include speakers and will be programmable by the user. Additional sound recordings can be installed. Samples will be on display at the National Model Railroad Association convention in Cincinnati, Ohio, this summer.



HO scale Union Pacific three-unit gas turbines with tenders:

Brass models of Union Pacific's three-unit gas turbines with tenders are being produced by Overland Models. The HO scale ready-to-run models feature prototype-specific fuel tanks, tender, and tender trucks. The models will be offered in multiple road numbers. The three-unit sets list for \$2,141. Individual tenders are available for \$400 each.

class CE-5 cabooses; Burlington Northern and Canadian Pacific 50-foot boxcars; and Denver & Rio Grande Western American Car & Foundry three-bay Center Flow covered hoppers at the show.

Noch had samples of more than 20 new HO scale figure sets and plans to release G scale figures. Also on display at the firm's booth was the Grassmaster, a tool for applying static flock grass, and micro paint rollers for painting streets and other layout surfaces.



Norscot will be producing several pieces of 1:50-proportion die-cast metal Caterpillar construction equipment, including a dealer service truck, 725 articulated truck, 320C L excavator, and a CB-534D XW vibratory asphalt compactor.

► New hobby shops

Massachusetts, Rockland
Bill's Friendly Train Shoppe
323 Centre Ave.

North Carolina, Norwood
MB Irvin Unlimited
110 N. Main St.

Precision Craft Models and Kiss & Erdt GmbH had a sample of its HO scale *Deutsche Bundesbahn* BR 01-class 4-6-2 steam locomotives. The model features a five-pole motor with flywheel, Quantum sound system for use with DC and Digital Command Control layouts, metal boiler and frame, plastic cab and tender body, and European NEM wheels and couplers. The model is scheduled for release this summer.

Railex Modellbahnen will be releasing Z scale tractor trailer sets and construction equipment in 2005. The tractor-trailer sets will feature two tractor styles. The firm's line of construction equipment will include a hydraulic excavator with hammer attachment, bulldozer, and hydraulic excavator with bucket attachment.

Märklin and Trix have several new North American prototype models coming in HO scale this year, including a Pennsylvania RR GG1 electric locomotive with sound, separately applied metal grab irons, and Kadee-compatible couplers; Atchison, Topeka & Santa Fe and PRR type XM 40-foot boxcars; PRR class N5c cabooses; and Union Pacific maintenance-of-way cars (two 40-foot boxcars and one caboose).

Trix will be offering an assortment of two-rail track with code 83 rail and molded plastic roadbed.

The firm also demonstrated its handheld DCC throttle with a liquid-crystal display. The throttle allows up to four DCC-equipped locomotives to run simultaneously

and can store up to 20 locomotive addresses. The device features locomotive selection, menu, and emergency stop buttons. It connects to the two-rail C track via a tethered cable.

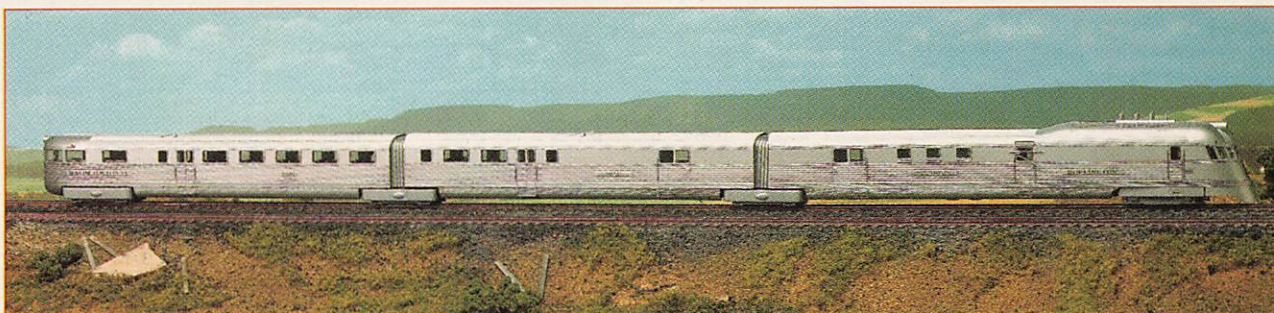
Zimo announced that the MX31 DCC throttle and personal railroad assistant software will both be available in 2005.

The MX31 throttle features a side-mounted encoder for scrolling through address lists.

The firm's personal railroad assistant software, scheduled for release this summer, converts personal digital assistant (PDA) into an input device for Zimo's DCC system. Zimo products are distributed by Model Railroad Solutions.

Kibri celebrates 110th anniversary

Kibri Spielwarenfabrik GmbH, a Böblingen, Germany-based manufacturer of vehicles and structures in several scales, is celebrating its 110th anniversary this year. To mark the milestone, the firm will be offering more than 50 kits at reduced prices, including rail-maintenance vehicles, construction vehicles, and trucks in HO scale and structures in Z, N, and HO scales. For more information, visit Kibri's Web site at www.kibri.com.



HO scale Pioneer Zephyr: Coming soon in HO scale from Con-Cor is a three-car *Pioneer Zephyr* train set. The HO scale models (a preproduction sample is shown here) will feature a factory-installed eight-pin

printed-circuit board with two pins for speaker mounting, a five-pole motor with flywheel drive, and directional lighting. The three-car set will sell for \$379. An N scale set is also scheduled for release this year.

HO scale locomotives

Electro-Motive Division SD45T-2 diesel locomotives. Re-release. Bessemer & Lake Erie, Kansas City Southern, and Southern Pacific ("Kodachrome" and speed lettering). \$99.98 to \$104.98. Ready-to-roll. Athearn Trains

Electro-Motive Division F3A diesel locomotives. Central of Georgia (blue, gray, and black). Digital Command Control decoder eight-pin socket; wire handrails, grab irons, and lift rings; and etched-metal grills. Multiple road numbers. \$99.95 each. Ready-to-run. Inter-Mountain Railway Co.

Electro-Motive Division F40PH diesel locomotives. Amtrak (phase III paint) and Chicago Regional Transit Authority. Eight-pin Digital Command Control decoder socket, golden-white light-emitting-diode headlight, and illuminated number

boards. \$125 each. Ready-to-run. Kato USA Inc.

HO scale freight cars

52-foot mill gondolas with loads. Burlington Northern; Chessie System (with Baltimore & Ohio reporting marks); Conrail; Elgin, Joliet & Eastern; Rail Gon; and St. Louis-San Francisco. Two road numbers per road name (one road number contains coil load, other road number contains scrap load). Separately applied grab irons and stirrup steps, metal wheels, and knuckle couplers. \$19.98 each. Ready-to-run. Ex-Roundhouse models. Athearn Trains

Assorted freight cars. Atchison, Topeka & Santa Fe 40-foot PS-1 boxcar, \$29.95; Atlanta & West Point RR 50-foot PS-1 boxcar, \$30.95; Central RR of New Jersey PS-2 two-bay covered hopper,

\$40.95; Gulf, Mobile & Ohio 50-foot PS-1 boxcar, \$30.45; Missouri-Kansas-Texas PS-2 two-bay covered hopper, \$41.95; St. Louis-San Francisco 40-foot PS-1 boxcar, \$31.95; and undecorated PS-2 two-bay covered hopper, \$35.95. Kadee Quality Products Co.



Chicago, Burlington & Quincy 78200-series truss-rod refrigerator cars. Vacuum-cast gray urethane kit. Proprietary decals and detail parts but no trucks or couplers. \$36. Trucks with metal wheelsets available separately. \$5. Sunshine Models



36-foot wood-side refrigerator cars. C.F. Vissman & Co. Pork and Beef Packers and John F. Stegner Wholesale Beef, Veal, and Lamb. Blackened metal wheels, Accumate knuckle couplers, and underbody detail. 200 of each road name produced. \$40 each or \$65 for both cars, plus \$8 shipping. Ready-to-run models produced by Atlas Model Railroad Co. Available from Hobby Station

36-foot inside-stake coal gondolas. Missouri-Kansas-Texas and Wichita Falls & Southern. Unpainted cast-

Precision Craft Models announces E7

Precision Craft Models of Holly Hill, Fla., has announced that it will offer plastic HO and N scale locomotives. The company was formed in January 2005, and general manager Ken Silvestri says that it is "committed to producing high-quality model locomotives of American and European prototypes."

The firm's first locomotive, an N scale Electro-Motive Division (EMD) E7, will be equipped with Digital Command Control and a QSI Quantum Sound System. The powered, sound-equipped E7 A and B locomotives will operate on both DCC and DC layouts and will feature railroad-specific details.

The models are being produced by Ajin Manufacturing, Korea, and are expected to ship in early summer 2005. Powered, sound-equipped E7A and E7B locomotives sell for \$229.99 to \$239.99; powered, non-sound-equipped units are \$119.99 to \$129.99; and dummy units are \$74.99 and \$79.99 respectively.

The firm is also partnering with Kiss & Erdt GmbH to produce an HO scale German-prototype steam locomotive (see page 9). For more information on Precision Craft Models, visit www.precisioncraftmodels.com.

MP15AC and SD45-2 from Athearn

An Electro-Motive Division MP15AC diesel switcher and an EMD SD45-2 diesel locomotive will be the next two HO scale Genesis-series locomotives from Athearn. Both models are scheduled for release in late 2005.

The firm's EMD MP15AC models will have a precision can-type motor with flywheels, prototype-specific cabs and hoods, GP-type trucks, see-through radiator intakes and etched-metal grills, detailed cab interiors, separately applied m.u. hoses, and plastic handrails.

Athearn's EMD SD45-2 will feature a precision can-type motor with flywheels, prototype-specific cabs and hoods, HTC truck sideframes, plastic handrails, and positionable drop steps. The firm will announce road names and numbers at a later date.

urethane kits with sides, floor, and separate ends but no trucks or couplers. \$34. Westerfield

HO scale passenger cars

Pullman bi-level commuter cars. Amtrak (16-window cab/coach and 16-window coach), Chicago & North Western (16-window cab/coach, 16-window coach, and 24-window coach), and Chicago Regional Transit Authority (24-window coach). Detailed interior, directional headlights and taillight on cab/coach cars, and modeler-installed beacon for cab/coach cars. \$50 to \$59 each. Ready-to-run. Kato USA Inc.

Pullman 36-seat diners. Atchison, Topeka & Santa Fe; Baltimore & Ohio; Chicago & North Western; Chicago, Burlington & Quincy; Denver & Rio Grande Western; Great Northern; Milwaukee Road; New York Central; Pennsylvania RR; Southern Pacific; Union Pacific (gray); UP (yellow); painted Pullman Green but unlettered; and undecorated. Side-door handrails and working diaphragms. \$41.98 each. Ready-to-run. Wm. K. Walther, Inc.

N scale locomotives

SD40T-2 diesel locomotives. Southern Pacific and St. Louis Southwestern. L-window cab, 123" nose, and prototype-specific details. Split-frame mechanism. \$119.95 each. Ready-to-run. InterMountain Railway Co.

Electro-Motive Division F3 A and B diesel locomotives. Western Pacific (California Zephyr units). Five-pole motor with dual brass flywheels, split-frame mechanism, and amber light-emitting-diode headlight. Based on Phase II prototypes. F3A-B set \$175, F3B unit \$87.50. Ready-to-run. Kato USA Inc.

N scale freight cars



50-foot Berwick boxcars. Wisconsin Central, Pickens RR, and Chicago & North Western. Road

Atlas to release EMD MP15DC

Atlas Model Railroad Co. displayed preproduction samples of its new HO scale MP15DC switchers at the Amherst Railway Society show in Springfield, Mass. The MP15DC diesel locomotives will be available with three different body shells, with and without a QSI Quantum sound system, and with prototype-specific details. Road names, pricing, and release dates will be forthcoming. N scale MP15DC switchers will be available this fall.

The MP15 switcher was one of the top 10 most requested locomotives in our Most Wanted Locomotive survey in the February 2004 *Model Railroader* magazine.

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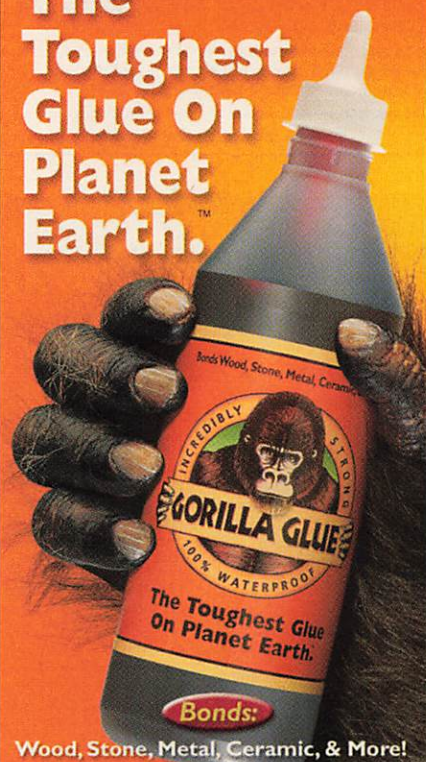
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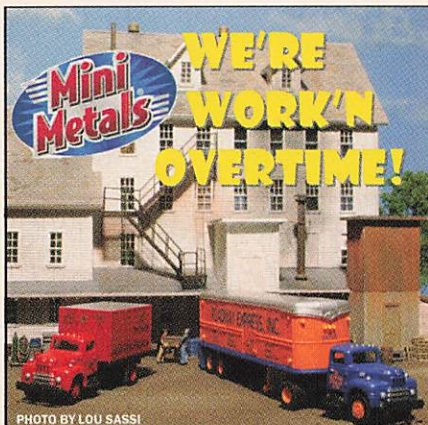


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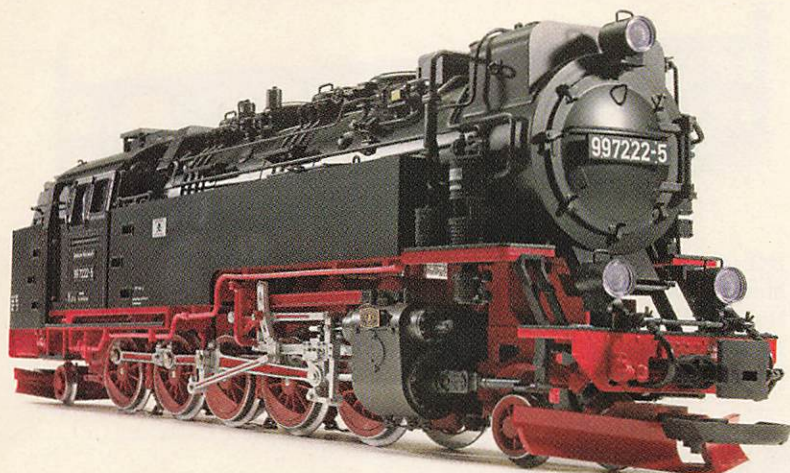
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40-foot wood-side refrigerator cars. Frank Fehr Brewing Co., Falls City Ice & Beverage Co., F.W. Cook Co. (not shown), and Frank McDermott Brewing Co. (not shown). \$25 each (more than three, \$20 each). \$8 shipping. Limited edition. Ready-to-run Atlas Model Railroad Co. cars. Available from Hobby Station



Assorted freight cars. TTX 89-foot auto rack, \$34.90; General American Transportation Co. 39-foot tank car, \$21.05; Florida East Coast Ortner three-bay rapid-discharge hopper, \$22.10; and Canadian Pacific 34-foot caboose, \$30.05. Micro-Trains Line Co.

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34-foot "Overton" passenger cars. Atchison, Topeka & Santa Fe; Baltimore & Ohio; Denver & Rio Grande Western; Pennsylvania RR; Southern Ry.; and Virginia & Truckee. Molded plastic underframe and magnetic knuckle couplers. Individual coach \$14.98 to \$15.98 each. Four-pack (baggage car, combine, coach, and business car) \$54.98 to \$58.98. Ex-Roundhouse models. Athearn Trains

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Toxic Terminal. Polyurethane resin kit. Includes loading dock, 55-gallon drums, water tower, vent turbines, heat vents, electric meters, and signs. Measures 6" x 6 1/2" x 15". \$89. Pine Canyon Scale Models

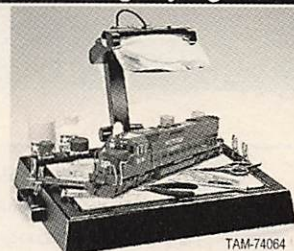
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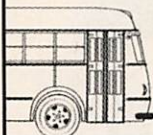
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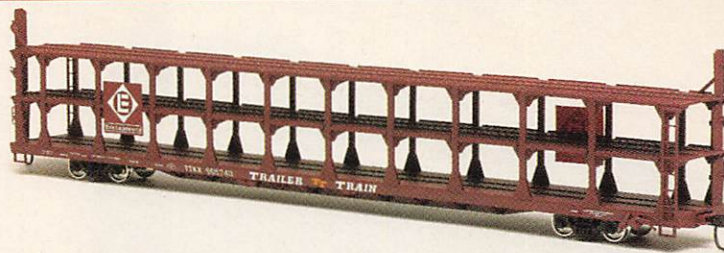


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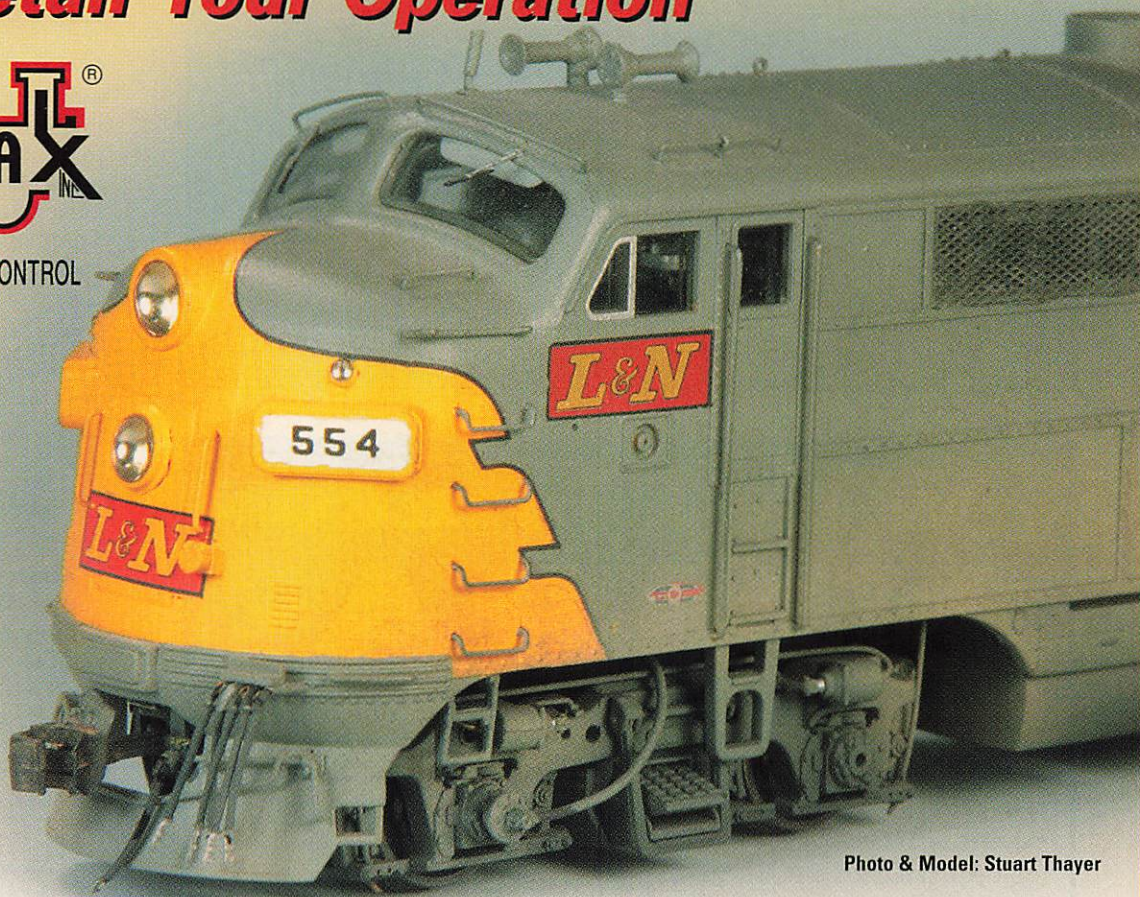
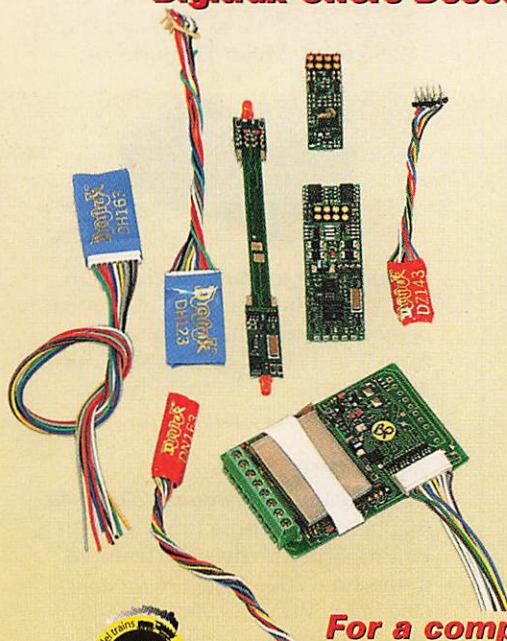


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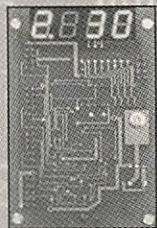
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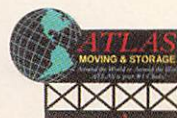
News & Products

Continued from page 13

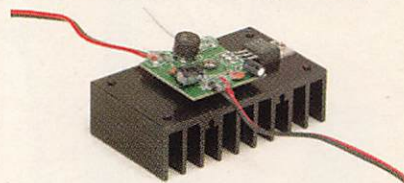
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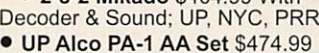
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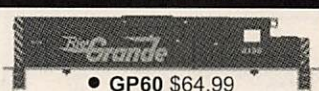
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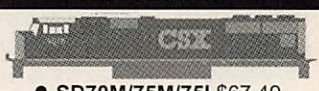
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Pelle Søeborg

No fooling

So in the April (Fool's) issue you guys are going to fess up and admit that the author of "Big diesels in the desert" in the March *Model Railroader*, Pelle Søeborg, lives in Mojave, Calif., right? Seriously, I'm floored that Pelle was able to model those buildings on his layout based on, as he says it, "pictures (I took) of the structures during a trip to California." I'm not the only one to think this - check out the posts on the *Model Railroader* Forum. Do you think you guys can convince him to write a couple of articles about building the various buildings on his layout? I'm particularly impressed with his signs. Pelle rocks.

Dave Kelly, Lubbock, Texas

[Dave, Pelle has already written an article for us describing how he scratchbuilt Daneville's commercial buildings. Keep reading MR. - *Andy Sperandio, executive editor*]

Instinctive reaction

Over the past year, you've featured many downright fabulous layouts, but in March you went over the top. There are a lot of model railroads and then there are those who model railroads. Every time I turn to view Pelle Søeborg's layout, my survival instincts tell me to go to the closet and put on my rattlesnake boots. What work!

Scott Henderson, Omaha, Neb.

He nailed it

I'm new to model railroading, but it's clear that Pelle Søeborg's "Big diesels in the desert" in the March 2005 issue is superb! We live close to the area of Southern California he models, and he captured the landscape perfectly.

As a beginner, I'm rapidly learning how important the details are. How refreshing to see Mr. Søeborg has added the wires to his telephone/telegraph poles! So many modelers fail to do this. It spoils a

scene for me to see a nice long curving line of poles with no wires, so with no way for communication to get through!

Mr. Søeborg says he's not a detail freak and adds just enough detail to make a scene look right.

Mr. S., in my opinion you nailed it!
Ann Harreld, Redlands, Calif.

Familiar sights

You know you've captured the essence of a real location when someone looks at a photo of it and finds it familiar. Pelle Søeborg did just that. When I saw the photo on the top of page 50 in the March issue, I immediately said, "that looks like Mojave." I've lived in and near the Mojave desert most of my life and immediately recognized the characteristic landscape.

Looking a little closer at the photo I recognized the Denny's restaurant and the ARCO gas station where my family and I ate dinner and filled up the car just one month earlier coming back from a vacation in Yosemite. I'm not sure, but is that *me* at the gas station? Good job, Pelle.

*Norman Suydam
Wrightwood, Calif.*

Turtle Creek appreciated

Please pass on my appreciation to Jim Kelly for the Turtle Creek Central. When he built the 4 x 8 portion a couple of years ago, I used several ideas from those articles, including N scale roadbed for HO track, road-building techniques, and scenery methods.

Late last fall I started a 2 x 8-foot expansion, and I was delighted when the January MR showed up with the Turtle Creek Central's new branch line on the cover. Now I'm using PL300 adhesive on my roadbed and track. Not only can you lay track more quickly and precisely with PL300 than with nails, it holds the track better.

Also, Pelle Søeborg's Daneville, Calif., layout is one of the finest model railroads to grace your pages, and his photographs are also outstanding.

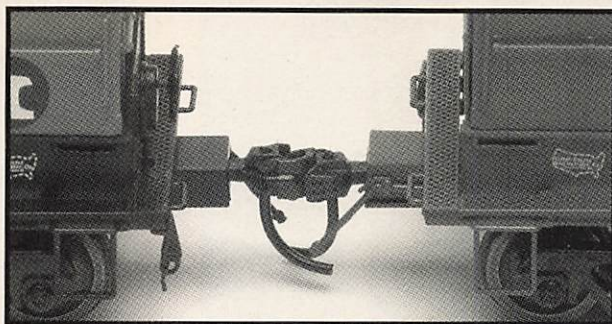
John Dick, Noblesville, Ind.

Well taught

I was encouraged by Paul Dolkos' "Passenger cars from core kits" in the March MR. From a

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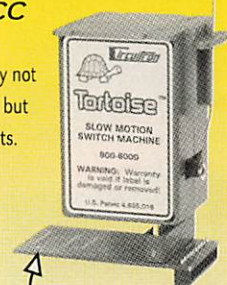
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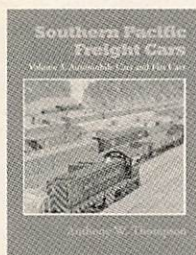
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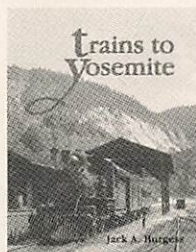
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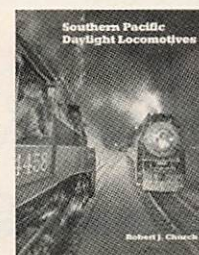
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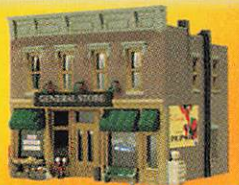


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Paul Dolkos

teaching aspect, the "Construction summary" box was especially helpful. It was the perfect conclusion to the article and helped me feel I understand what's required. I had some fears about starting my own core-kit projects but now feel confident I can get to work. I look forward to part two of Paul's article with keen anticipation!

*Robert B. Alexander
Brooklyn, N.Y.*

Window shade tip

To add to Paul Dolkos' fine article on building passenger cars, I've had good luck using Microscale Trim Film decal sheets to model window shades. The trick is to apply them backwards, color-side-down on the inside of the window. With liberal applications of Solvaset they settle down and stay in place. Silver striping can be added at the bottom to simulate the aluminum channel along the bottom of prototype shades.

Window-shade decals might be a good item for some decal manufacturer to offer. As author Dolkos commented, shades do add an important touch of realism to passenger cars.

*Steve Lasher
Jeffersonville, Ind.*

Good memories

Tony Koester's March Trains of Thought about his 50 years of reading *Model Railroader* brought back good memories of my own, particularly with regards to his first issue, August 1954.

I was already a subscriber and that issue reached me while in the service in Panama. Anxious to keep up my interest in the hobby, I too built the Soo Line caboose shown on the cover.

I scratchbuilt the entire car with materials available in the barracks except for the trucks, which my father sent me. I never did get couplers for it nor did I paint it, but it's still carefully wrapped in an old box of O scale equipment. After the service, college, and marriage, I



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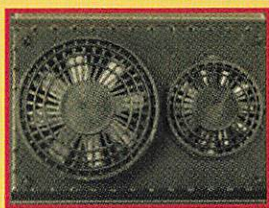
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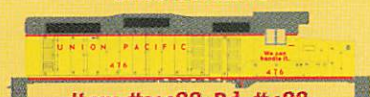
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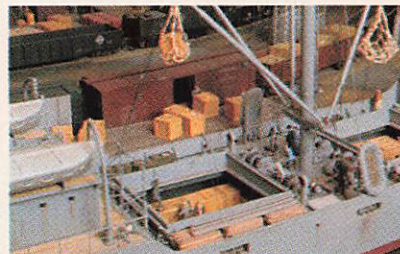
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returned to model railroading, but now I model in HO scale.

I hadn't thought much about that caboose until Tony's nostalgic story of his first issue of MR.

George W. Erny, Murrysville, Pa.



George Hall

Veteran's welcome

I'm a rail-marine veteran who worked on the on the Delaware River on both the Reading and Pennsylvania-Reading Seashore Lines, and a rail-marine modeler. Howard Lloyd's "Rail lines to the shore line" in March was welcome coverage of this topic. He did an outstanding job on both his models and the article. His cargo-handling details are excellent.

Alan D. Frazer, Yorktown, Va.

Ship model sources

Readers offered these additions to Harold Lloyd's list of marine model sources in his March article:

- **Artitec:** HO and N scale resin ship, car ferry, and lighter kits; Papaverweg 29 b, 1032 KE Amsterdam, The Netherlands; phone: +31-(0)20-435-0050; www.artitec.nl (U.S. dealers listed on Web site)
- **Bearco Marine Model:** HO scale plastic Great Lakes freighters; 5305 Emerson Rd., Madison, Ohio 44057; phone: 440-298-1243; www.bearcomarine.com

Correction

The url for Laser Horizons given on page 60 of the March issue is incorrect. It should be merchandise.pennsyrr.com, without the "www." – A.S.

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail rpo@mrmag.com. Please include your name, city, and state.

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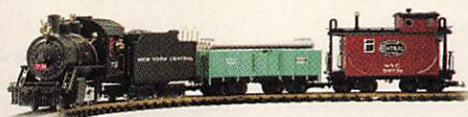
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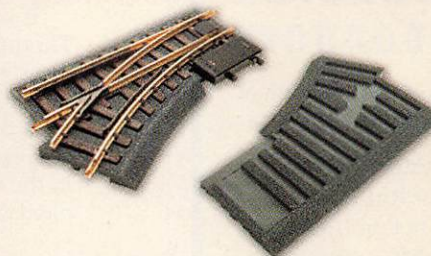
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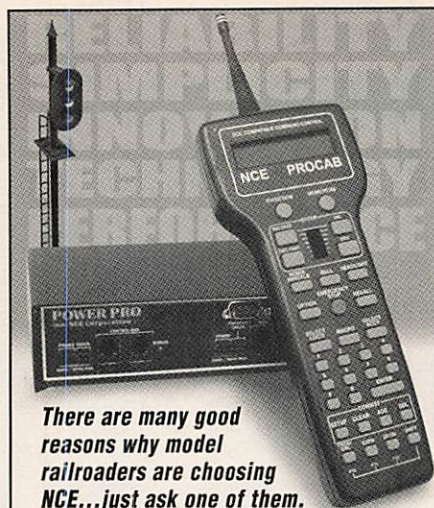


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Workin' on the Railroad

Lionel Strang



Photo by Lionel Strang

A transition era of my own

I've got some news. After seven years of writing "Workin' on the Railroad" I'm going to take a break for a while.

If the truth be told, I'm not getting as much work done on my Allegheny & Lackawanna Southern RR as I'd like. It takes a lot of time to come up with a monthly project idea for this column, then build, photograph, and write about it. Although I'll miss visiting with you, I'm looking forward to having more time to devote to the A&LS.

If you've already read Terry Thompson's "From the editor" message this month, my second bit of news won't be a surprise. I've been asked to take on the position of contributing editor. As you'll see in the coming months, I still have plenty to write about.

It amazes me to think my name will appear on the masthead of this magazine. I vividly remember lying on the living room floor at the age of 15 reading the January 1969 issue of *Model Railroader* over and over. That issue featured a full-color article on John Allen's Gorre & Daphetid RR ("Local passenger train over the Gorre & Daphetid"), and I was awestruck by his magnificent layout.

In February 1994, my own railroad appeared on MR's cover, and I didn't think the hobby could get much better. In November 1996, the A&LS again adorned the cover of the magazine. Best of all, in December 1997, my wife (the lovely Anne) and son Peter joined me on

the cover with our Northwest Timber Co. project layout.

Never one to stand still, I came up with the idea for "Workin' on the Railroad" and arranged a meeting with then-editor Andy Sperandio to sell him on the merits of my proposed column. He listened very carefully, and when I finished my presentation Andy asked if I would be able to come up with enough material to write one or two pages of text each month.

Between you and me, I wasn't sure if I had enough ideas to support six months of columns – never mind seven years – but I assured Andy I had plenty of material.

Writing a column has been a great experience. I've always claimed to be nothing more than an average modeler, and from the start I tried to write everything with a "look at the cool thing I built while gluing my finger to my eyelid" attitude.

I like to think I helped a few modelers along the way. I know the column's been an education for me. For example, my scratchbuilding skills took a major leap forward after I learned how to use a modeling caliper. I had no idea how calipers worked when I decided to write about them, but I took notes, snapped a few photos, and eventually mastered a useful tool.

After that particular column appeared in November 2003, one fellow told me he'd been afraid to ask his friends how to use calipers and was grateful for the advice.

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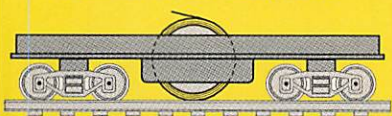
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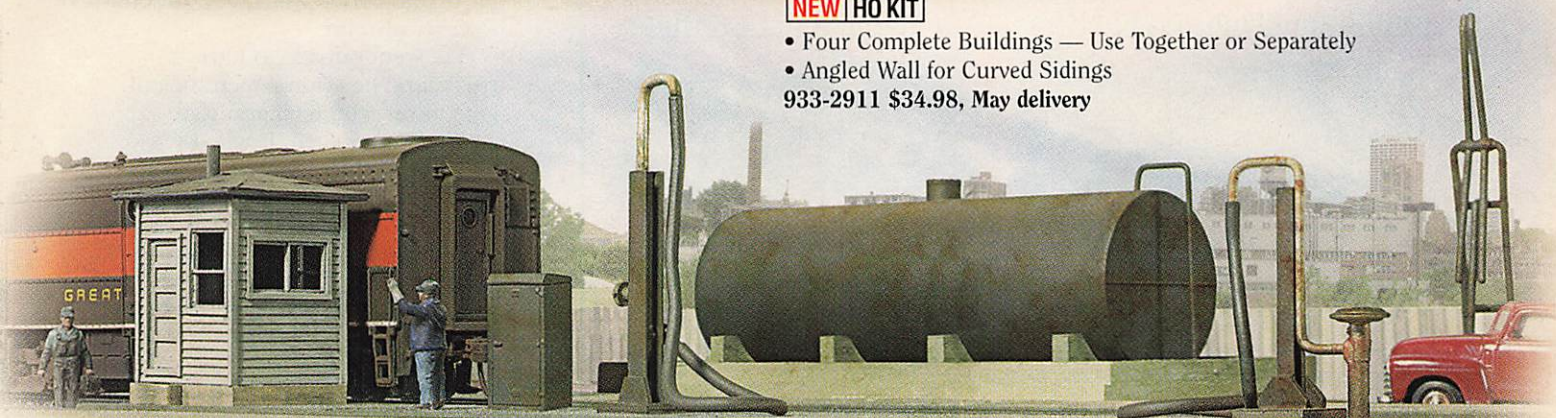
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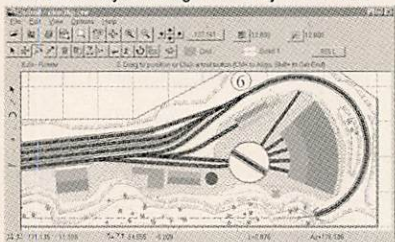
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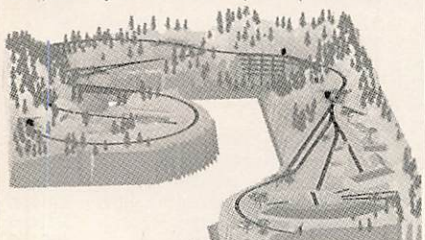
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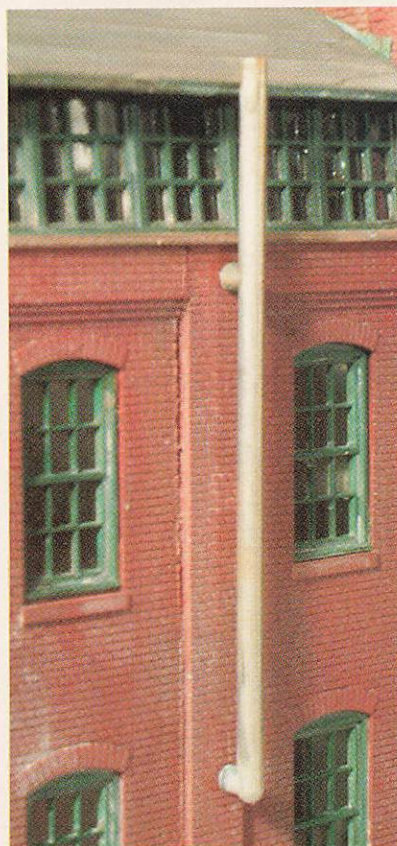
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Workshop

Jim Hediger



Trim pieces of scrap sprue to make tall ventilators with multiple connections into the structure.



Two 90-degree elbows move the heat out of the work area and into a vertical vent. Photos by Mike Tylick

Scrap plastic sprues make realistic industrial vents

Exterior ventilators are interesting details that can be easily added to a variety of model buildings using materials that are often thrown away. My simple ventilating system may not be suitable for extreme foreground or contest models, but it adds a feeling of complex detail with little effort and even less cost. It's a good way to recycle the piles of plastic sprues we all throw out.

I first encountered the long pipe vents while exploring the furniture factories of Gardner, Mass. While I was taking the photos, I had the good fortune to meet and talk with the owner of one of the plants. He explained that most of these long vents originally had conical caps, and the ventilators were used to exhaust the fumes from the paint, varnish, and stain finishes that were used on the furniture. Even though some of these vents remain in place, they're no longer used

because of today's more stringent environmental regulations.

I've noticed similar ventilators on all sorts of other industrial structures. One, on a tool-making shop, still had its protective cap and an unusual curved pipe into the building to remove heat generated by a heat-treating process.

The sprues with rounded ends look best. Several short branches close to a curve give the appearance of additional connections as well as the benefit of additional gluing points.

Small elbow vents are easily trimmed from a rounded sprue corner, and once mounted, they look just as convincing as commercial castings. It's easy enough to warm up and bend a sprue if needed. And always be on the lookout for unusual sprue shapes that may come in handy. — Mike Tylick, Sturbridge, Mass.

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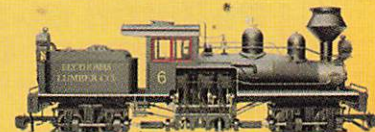
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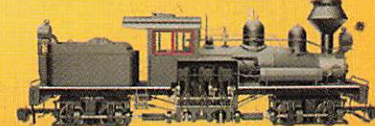
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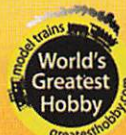
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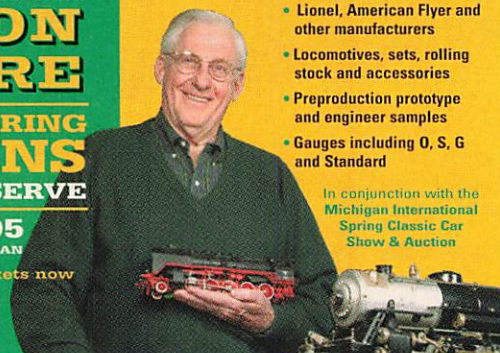
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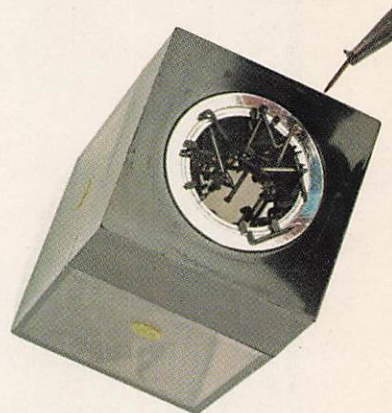
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I used to store my spikes in plastic pill containers, but cleaning up the spikes was a problem if I managed to tip over a container.

Getting a single spike out of the container with needlenose pliers was also difficult. Residual magnetism often kept several spikes sticking to my pliers – but it wasn't enough to keep them from falling off just clear of the tube.

I've now switched to using clear plastic paper clip containers with a magnetic lip. I color-coded my jars using self-sticking color dots to keep track of the spike size in each container. Since I purchased mine, I've seen these containers in a variety of transparent colors. The spikes can't fall out, even if the jar tips over, and the see-through container shows when it's time to reorder spikes.

The best part is the way the spikes gather at the top edge of the container so it's easy to pick one off the lip with needlenose pliers. A side benefit is that a stronger residual magnetic force stays in the spikes so they won't drop off my pliers, and I never get more than one spike at a time now. –
Lewis Matt, Holbrook, Pa.

I'm planning to repaint a diesel locomotive, and I'd like to know how to either cover or remove the windshields and side window glazing?

Claude Quesnelle
Brossard, Quebec, Canada

As a general rule, I try to remove the glazing from any diesel locomotives I plan to paint.

In most cases, the glazing is a friction fit, so its removal is a matter of figuring out how the glazing was installed and then reversing the process. Many locomotives have their glazing molded as a single piece that fits tight against the cab roof so the window inserts snap into place.

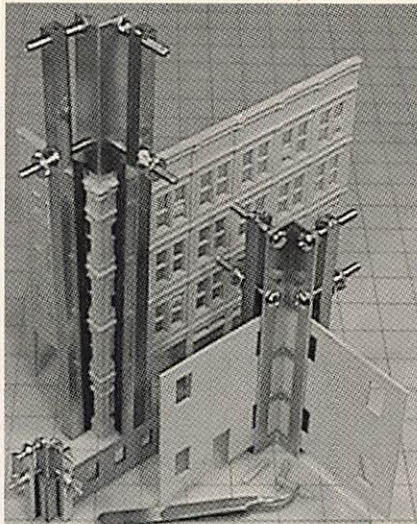
Pressing in on the bottom edges of the side windows from the outside will usually release them. Once the sides are free, gently tip the windshields back into the cab to release the entire assembly.

Removal is more difficult if the glazing has been cemented in place, but I can usually work it free with a little persuasion from a sharply-pointed hobby knife or a small screwdriver. The trick here is to be gentle and apply only a little force around the edges to gently loosen the bond without damaging the clear glazing or the body shell. –
Jim Hediger, senior editor

Workshop will pay \$25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.

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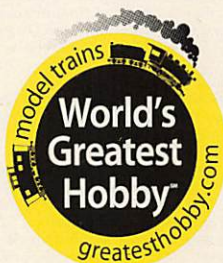
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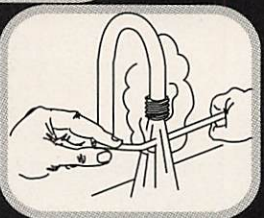


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Coming Events

Barb Packenham

Show dates, times, and locations occasionally change. Confirming a show's details before driving any distance is recommended.

Notices of model railroading events are published at no charge on a space-available basis. Information must be in our office 90 days before the event. To be published, notices must include all the following information:

1. State 2. City 3. Sponsoring organization and name of the event, meet, show, auction, or open house 4. Date 5. Location 6. Time 7. Admission 8. Name and phone number of person to contact for information 9. Name and phone number of person sending the information.

Mail to Coming Events, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, fax 262-796-1142, or e-mail events@mrmmag.com.

Phoenix, AZ: North Phoenix Baptist Church Senior Adults Model Railroad Swap Meet – May 21. North Phoenix Baptist Church, 5757 N. Central Ave. 9 a.m. to 2 p.m. \$5; under 12 free. David Jerry, 602-336-0973; gmrcin@hotmail.com

Arcadia, CA: Allied Model Trains Auction – May 15. Arcadia Masonic Center, 50 W. Duarte Rd. Viewing 9 a.m. Auction 11 a.m. to 5 p.m. Free. Allen Drucker, 310-313-9353

Arcadia, CA: Toy Train Operating Society Southwestern Division Train Show – May 1. Arcadia Masonic Center, 50 W. Duarte Rd. 11:30 a.m. to 3 p.m. \$5; under 12 free w/adult. Larry Pearson, 818-848-2653

Concord, CA: Walnut Creek Model Railroad Society NMRA Pacific Coast Region Devil Mountain Convention and Train Show – May 11-15. Concord Hotel and Conference Center, 45 John Glenn Dr. \$95. Train show, May 14-15. 8 a.m. to 6 p.m. \$5; 6-12 \$3; under 6 free; family \$15. Bob Ferguson, 925-228-6833

Fremont, CA: Depot Museum and Model Railroad Open House – First and third Sundays of each month. Niles Depot, 36977 Mission Blvd. 10 a.m. to 4 p.m. Free Niles Depot Historical Society, 510-797-4449

Glendale, CA: Glendale Model Railroad Club Open House – Apr. 30-May 2; Fremont Park, 619 Hahn Ave. Sat. 10 a.m. to 4 p.m., Sun. 1 to 4 p.m., Mon. 7:30 to 10 p.m. Free. Milt Harker, 818-248-2281

Los Angeles, CA: Pasadena Model Railroad Club Open House – Apr. 30-May 1. 5458 Alhambra Ave. Sat. 1 to 5 p.m. and 7 to 10 p.m., Sun. 1 to 5 p.m. \$3; children \$1; under 7 free w/adult. Joe Behan, 323-222-1718

Palos Verdes Peninsula, CA: NMRA PSR Los Angeles Division South Coast Botanic Garden Model Train Show – May 21-22. South Coast Botanic Garden, 26300 Crenshaw Blvd. 9:30 a.m. to 4:30 p.m. \$7; students and seniors \$5; 5-12 \$2.50. Mary Barstow, 310-377-9762; pvpspc@cox.net

Point Richmond, CA: Golden State Model Railroad Museum Operating Exhibit – Weekends in May. 900-A Dornan Dr. Sat., Sun. noon to 5 p.m. \$3; under 12 \$2; family \$7. 510-232-4884

Poway, CA: NMRA PSR San Diego Division Swap Meet – May 14. Poway Community Center, 13094 Civic Center Dr. 9 to 11 a.m. 50 cents; under 12 free. Ben Sevier, 858-538-9863; sddiv@sbglobal.net

Sacramento, CA: TCA Sacramento-Sierra Chapter Toy Train Meet – May 28. Scottish Rite Center, 6151 H St. 11 a.m. to 4 p.m. \$3; under 12 free w/adult. Jack Ahearn, 916-929-4455; boxcar-jack@comcast.net

San Diego, CA: San Diego Model Railroad Museum Exhibits – Apr. 29-30. Casa de Balboa Building, 1649 El Prado. Fri. 11 a.m. to 4 p.m., Sat. 11 a.m. to 5 p.m. \$5; under 15 free. San Diego MR Museum, 619-696-0199; sdmodrmail@abac.com

San Pedro, CA: Belmont Shores MRRC Open House and Swap Meet – May 21-22. Angles Gate Park, 10 a.m. to 4 p.m. \$1; family \$2. Belmont Shores Club, 310-831-6262 (Tues. evenings); schifer@pacbell.net

Simi Valley, CA: Santa Susana Railroad Historical Society Model Train Swap Meet and Open House – May 14. Santa Susana Park Pavilion, 6503 Katherine Rd. Swap meet 7 to 11 a.m. \$2. Open house 10 a.m. to 4 p.m. Donation. Richard Parshall, 805-526-0371; oltnwnr@pacbell.net

Colorado Springs, CO: Pikemasters Model Railroad Club Open House – May 21-22. Colorado Springs City Auditorium, 221 E. Kiowa. 10 a.m. to 4 p.m. \$2; family \$5. John Caywood, 719-597-7989

Lakewood, CO: Foothills Society of Model Railroaders Model Railroad and Toy Train Swap Meet – May 21. Christ on the Mountain Church, 13922 W. Utah Ave. 9 a.m. to noon. \$2.50. Maynard Rorman, 303-985-4362

Maitland, FL: TCA Southern Division Toy Train Show – May 21. Maitland Civic Center, 641 S. Maitland Ave. 11 a.m. to 4 p.m. \$4; under 12 free. Arnie Travitsky, 407-260-8599

Orlando, FL: Orlando Society of Model Railroaders Open House – May 15. 7208 Aloma Ave., Unit 500. 11 a.m. to 5 p.m. Free. Paul Sartori, 407-207-5790

Des Moines, IA: Great American Train Show – May 14-15. Iowa State Fairgrounds, 30th and University. 11 a.m. to 5 p.m. \$8; 11 and under free. GATS, 818-848-2653

Mason City, IA: NMRA Thousand Lakes Region and Chicago & North Western Historical Society Convention – May 19-22. Hanford Inn, 3041 4th S.W. \$115 full convention package. Gordon Miller, 507-526-2645; gmiller@bevcomm.net

Twin Falls, ID: Magic Valley Model Railroad Group Open House and Clinics – May 21. Filer Fairgrounds. Noon to 5 p.m. Free. Karl Corbin, 208-404-3564

Elmhurst, IL: Elmhurst Model Railroad Club Open House – Fridays and Sundays in May. 111 E. First St. Fridays 7 to 10 p.m., Sundays 1 to 4 p.m. Free. Dan Hollis, 630-833-7452; dhelec@aol.com

Elmhurst, IL: Elmhurst Model Railroad Club Swap Meet – May 6. Redeemer Center, 345 Kenilworth. 6 to 9 p.m. \$5. Dan Hollis, 630-833-7452; dhelec@aol.com

Glenview, IL: NMRA Midwest Region North Shore and Western Division Meet – May 1 and 2. Glenview Public Library, 1930 Glenview Rd. 1:30 to 4 p.m. Free. Ingrid Drozdak, 773-545-5936; ingridtreelady@sbcglobal.net

Homewood, IL: Homewood Rail Heritage Day – May 1. Dixie Hwy. and Chestnut. 10 a.m. to 4 p.m. Free. Daniel Gunderson, 708-957-7944

Mattoon, IL: Cross County Mall Merchants and Coryville Station Model Railroad Days – May 14-15. Cross County Mall. Sat. 10 a.m. to 9 p.m., Sun. Noon to 5 p.m. Free. John, 217-459-2787; john@coryvillestation.com

Midlothian, IL: South Suburban Model Train Show – May 22. Midlothian Park District Building, 14500 S. Kostner. 9 a.m. to 2 p.m. \$3.50; under 13 free. Butch Becker, 815-458-6301

Oak Park, IL: Oak Park Society of Model Engineers Open House – May 14. Dole Learning Center, 255 Augusta Blvd. Noon to 5 p.m. Free. Henry Kranz, 708-848-5716

Rockford, IL: Rock Valley Division Meet – May 2. Midway Village and Museum Center, 6799 Guilford Rd. 1 p.m. \$2; Joe Whinnery, 815-398-8973; jfwhinnery@aol.com

Union, IL: Illinois Railway Museum Scout Day – May 21. Illinois Railway Museum, 7000 Olson Rd. 9 a.m. to 6 p.m. \$9; children \$7. Al Sauer, 847-428-8454

Utica, IL: NMRA Illinois Valley Division Meet – May 15. Knight's of Columbus Hall, 500 Hitt St. 1 p.m. \$1; under 12 free. Jim Carrow, 815-223-2527

Wheaton, IL: Great Midwest Train Show – May 1. DuPage County Fairgrounds, County Farm and Manchester. 9:30 a.m. to 3 p.m. \$7; under 12 free. GMTS, 630-290-1962; info@greatmidwesttrainshow.com

Parsons, KS: Cherry Valley Model Railroad Club Model Railroad Meet and Train Show – May 28-29. LCC Multipurpose Building, corner of Heacock and Broadway. Sat. 8 a.m. to 4 p.m., Sun. 11 a.m. to 3 p.m. Free. Bob Wintle, 620-421-6271

Wichita, KS: Great American Train Show – May 21-22. Century II, 225 W. Douglas. 11 a.m. to 5 p.m. \$8; 11 and under free. GATS, 818-848-2653

Buzzards Bay, MA: Armed Forces Train Show – May 22. Eagles Hall, 29 Cohasset Ave. 10 a.m. to 4 p.m. \$2; 11 and under \$1. J. Phillips, 508-295-5819

Chester, MA: The Chester Foundation Train Show – May 21. Off U.S. Rte. 20, downtown Chester. 9 a.m. to 4 p.m. Donation. David Pierce, 413-354-7752

Taunton, MA: NMRA NER Hub Division Spring Training – Apr. 30. Holiday Inn, 700 Myles Standish Blvd. 10 a.m. to 4:30 p.m. \$5; seniors \$4; under 15 free. Gerald Abegg, 781-862-0388; info@hubdiv.org

Cumberland, MD: Maryland-West Virginia Model Railroad Association Train Show – May 14. Allegany County Fairgrounds, Rte. 220 S. 9 a.m. to 3 p.m. \$3; under 12 free. Chris Shank, 304-788-3497; chris-shank3580@yahoo.com

Severna Park, MD: Severna Model Railroad Club Open House – Apr. 30-May 1. B&A RR station, 3 Riggs Ave. Noon to 5 p.m. Donation. Sam Shepherd, 410-647-6077

Blissfield, MI: Blissfield Model Railroad Club Open House – May 21-22. 115 E. Adrian St. 11 a.m. to 4 p.m. Donation. Alan Mitchell, 517-264-5705

Comstock Park, MI: Grand Rapids Model Railroad Historical Society Open House – Apr. 30. 4040 Leland N.W. 11 a.m. to 4 p.m. Donation. Tim Scott, 616-696-8723; tjscott@triton.net

Trenton, MI: Trenton Train Club Operating Exhibit – Saturdays in May. West Rd. at Edsel Dr. 10 a.m. to noon. Free. Frank Foe, 734-282-6798

Hutchinson, MN: Luce Line Railroad Club Railroad and Flea Market – Apr. 30-May 1. Hutchinson Mall. Sat. 10 a.m. to 6 p.m., Sun. noon to 5 p.m. Free. Bruce Crosby, 320-587-8073

Maplewood, MN: NMRA TLR Twin Cities Division Meet – May 12. Maplewood Moose Lodge, 1946 English St. 7 p.m. Free. Lynn McCall, 612-597-8677

St. Paul, MN: Twin City Model Railroad Museum Model Railroad and Hobby Sale – May 21. Education Building, Minnesota State Fairgrounds. 9 a.m. to 3 p.m. \$4; under 8 free. TCMRM, 651-647-9628

Kansas City, MO: Mid-America Train and Toy Show – May 22. BTC Exhibit Hall, I-435 and Front St. 9 a.m. to 2 p.m. \$5; under 12 free. Steve and Sherri Stich, 913-651-5864 or 913-680-0404

Nashua, NH: NMRA Northeastern Region Seacoast Division and Bedford Boomers Club Convention – May 13-15. Marriott Convention Center. Registration fee

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FLEX TRACK:	Code	Price	Code	Price
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3' section, min ord 10	168	2.19	500	2.49
Box of 100	168BX	187.50	500BX	229.99

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JOINERS:

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#4 turnout, LH	281	7.19	561	8.40
#4 turnout, RH	282	7.19	562	8.40
#6 turnout, LH	283	7.19	563	8.40
#6 turnout, RH	284	7.19	564	8.40
#6 super T.O., LH	—	—	505	8.39
#6 super T.O., RH	—	—	506	8.39
#8 turnout, LH	—	—	565	8.39
#8 turnout, RH	—	—	566	8.39
Rem. snap sw., LH	850	9.89	540	9.79
Rem. snap sw., RH	851	9.89	541	9.79
Man. snap sw., LH	860	7.39	542	7.29
Man. snap sw., RH	861	7.39	543	7.29

Rem. mach. under table	65	4.79	65	4.79
Rem. sw. mach, LH	52	4.99	584	5.59
Rem. sw. mach, RH	53	4.99	585	5.59
Man. sw. mach, LH	62	2.09	586	2.79
Man. sw. mach, RH	63	2.09	587	2.79
Man. turntable, 9"	305	16.99	305	16.99
Motor for turntable	304	16.99	304	16.99
9" straight, 6/pkg.	821	3.19	520	3.19
6" straight, 4/pkg.	822	1.95	521	1.95
3" straight, 4/pkg.	823	1.95	522	1.95
15" R curve, 6/pkg.	831	3.19	530	3.19
18" R curve, 6/pkg.	833	3.19	532	3.19
1/3-18" R curve, 4/pkg	835	1.95	534	1.95
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Terminal, joiner, pr.	842	1.99	553	2.25
Terminal, 18" R curve	845	2.99	—	—
Bumper, 2/pkg.	843	2.19	518	2.59
Rerailer, 3/pkg.	844	4.49	519	4.19
Track asst.	847	2.99	524	2.79
90" crossing	176	5.25	577	5.29

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Warren Truss	883	4.39	590	4.39
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MISCELLANEOUS:

56 Control box	—	—	239	—
200 Snap relay	—	—	6.19	—
205 Connector	—	—	5.39	—
215 Selector	—	—	5.39	—
220 Controller	—	—	5.69	—
551 Trans. rail joiner C100 to C83, 12/pkg.	—	—	2.10	—
2540 Track nails, 400 (approx)/pkg.	—	—	3.10	—

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MFG ID: M14

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Coming Events

Museum, and Winnipeg Model Railroad Club Convention - May 20-22. Canadian Mennonite University, \$70. John Longhurst, 204-667-2903; goldenrails 2005@yahoo.ca

Coldbrook, NS: Maritime Federation of Model Railroaders Convention and Show - May 13-15, Wadsworth Inn. Public show, May 14, 9 a.m. to 1 p.m. \$3; family \$8. Convention registration \$30. Ric Hamilton, 902-538-7783; ricandbeth@yahoo.ca

Aberfoyle, ON: Aberfoyle Junction Model Railway Club Open House - May 7-8 and 14-15, 128 Brock Rd. 10 a.m. to 4:30 p.m. \$6; students/seniors \$4; children \$3. Craig Webb, 905-527-5474

Guelph, ON: Guelph Model Railroad Society Train Show - May 1, 50 Crimea St. 10 a.m. to 5 p.m. \$4. Lucien Wallaert, 519-856-4983 or 905-878-5009

Lindsay, ON: Lindsay and District Model Railroaders and Lindsay Model Shipwrights Model Transportation Expo - Apr. 30-May 1, Victoria Park Armouries, 210 Kent St. W. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4:30 p.m. \$5; under 6 \$1; seniors \$4. Russ Moore; fr.moore17@nexus.net

Midland, ON: Midland District Railroad Club Model Railroad Show - May 28-29, Midland Sports Complex, 472 King St. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$4; seniors \$3; children \$1; family \$9. Ron Edwards, 705-526-2697

Stayner, ON: Nottawasaga Model Railroad Club Model Railroad Auction - May 7, St. Patrick's Parish Hall. Noon to 5 p.m. \$3. Bill Payne, 705-429-2762

Club Memberships

Northport, AL: Black Warrior Model Railroad Society - HO, O. Meets Saturdays 9 a.m. to noon and Mondays 5 to 9 p.m. at the GM&O Depot, 709 25th Ave. Contact: Bob Way, 205-556-3073

Los Angeles, CA: Pasadena Model Railroad Club - HO. Meets Second Tuesdays 7:30 to 10 p.m. and second Saturdays 1 to 5 p.m. (business meeting first Tuesdays at 7:30 p.m.) at 5458 Alhambra Ave. Contact Don Philpott, 562-926-1762 or 323-222-1718; dnp45@msn.com

Oceanside, CA: North County Model Railroad Society - HO. Meets Saturdays 11 a.m. 2nd Floor of Boney's Supermarket. Contact: Al Cuevas, 760-722-7366

Point Richmond, CA: East Bay Model Engineers Society - N, HO, O, traction, and narrow gauge. Meets Fridays 7:30 to 10 p.m. at 900-A Dorman Dr. Contact: John Morrison, 510-236-1913

San Diego, CA: San Diego Society of N Scale - N. Meets Tuesdays and Fridays 7 p.m. at the San Diego Model Railroad Museum, Lower level of the Casa De Balboa on the Prado in Balboa Park. Contact: Jim Bence, 858-278-9207; jbence@san.rr.com

Denver, CO: Denver G Scale - 1:22.5 and 1:24. Meets Wednesdays 6 to 9 p.m. at Lakeside Mall, 44th and Sheridan. Contact: Paul Howald, 303-725-7544

Wallingford, CT: New Haven Society of Model Engineers - HO. Meets Fridays 7:30 p.m. at Wallingford Train Station, 37 Hall Ave. Contact Blaise Vecce, 203-239-9367

Deland, FL: Deland and Atlantic Model Railroad Club - HO. Meets Saturdays 9 a.m. to 2 p.m. at 1576 Old Daytona Cir. Contact: H. Kelber, 386-668-0333

Caldwell, ID: Caldwell Model Railroad Club - N, HO. Meets Wednesdays 7 p.m. and Saturdays 1 p.m. at 814 Arthur St. Contact: Bill Stobie, 208-454-2099

Kuna, ID: Ida-HO Model Railroaders - HO. Meets third Tuesdays 6:30 p.m. at members homes. Contact Al Babbitt, 208-922-1456; ida-homodelrailroaders@hotmail.com

Oak Park, IL: Oak Park Society of Model Engineers - HO. Meets Mondays and Wednesdays 7:30 to 9 p.m. at the Dole Learning Center, 255 Augusta Blvd. Contact: Henry Kranz, 708-848-5716; hjkranz@hjkranz.com

Baltimore, MD: Triangle and Western Model Railroad Club - HO. Meets Tuesdays 7 p.m. at 8622 Belair Rd. Contact: Joe Discher, 410-665-5662

Mount Clemens, MI: Gratiot Valley Railroad Club - HO. Meets Mondays 7:30 p.m. at 218 North Ave. Contact: Doug Kass, 586-468-4877

Minneapolis, MN: Hennepin Overland Railway Historical - Meets Tuesdays 7:30 p.m. at 2501 E. 38th St. Contact: Jim Rasmussen, 612-276-9034

Winston-Salem, NC: Southbound Model Railroaders - HO. Meets Tuesdays 7:30 p.m. at 120 Park Ridge Cir. Contact: Larry May, 336-760-6924; lemrr@att.net

Niagara Falls, NY: Niagara Orleans Model Railroad Engineers - Z, N, HO, O. Meets third Thursdays 7:30 p.m. at 6929 Williams Rd. Contact: Dennis M. McLaughlin, 716-731-3105

Vienna, VA: Northern Virginia Model Railroaders - HO. Meets Tuesdays 7 p.m. at 231 Old Dominion Rd. Contact: Ernie Anastasi, 703-319-1278; nmvrnc@hotmail.com

Hubertus, WI: Great Lakes Central Model Railroad Club - HO. Meets Tuesdays 7 p.m. at Hobby Depot America, 1333 Hwy. 175. Contact: Carl Fanella, 262-443-0794; cfanella@juno.com **MR**



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San Antonio, TX - April 9 & 10 - Live Oak Civic Center
Denver, CO - April 16 & 17 - National Western Complex
Des Moines, IA - May 14 & 15 - Iowa State Fair
Wichita, KS - May 21 & 22 - Century II
Raleigh, NC - June 4 & 5 - North Carolina State Fair
Oklahoma City, OK - June 25 & 26 - State Fair Park
Clearwater, FL - July 16 & 17 - Harborview Center
Orlando, FL - July 23 & 24 - Central Florida Fair
Bellville, IL - July 30 & 31 - Belle-Clair Expo Center
Richmond, VA - August 6 & 7 - Showplace Expo Center
Dayton, OH - August 13 & 14 - Dayton Hara Complex
New Orleans, LA - August 20 & 21 - Castine Center
San Jose, CA - September 24 & 25 - Santa Clara Fair
Springfield, IL - October 8 & 9 - Illinois State Fair

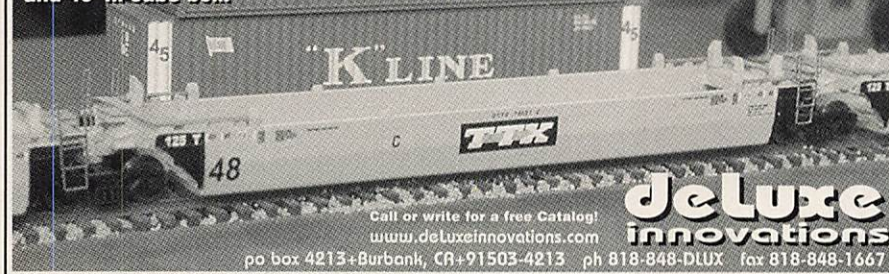
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Aug 27-28 - Greeley, CO - Island Grove Pk.
Oct 1-2 - Modesto, CA - Modesto Centre
Oct 8-9 - Mesa, AZ - Mesa Conference Ctr.
Oct 22-23 - Reno, NV - Livestock Event Ctr.
Oct 29-30 - Salem, OR - Oregon State Fair

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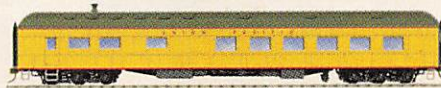
New York Central** 932-10157



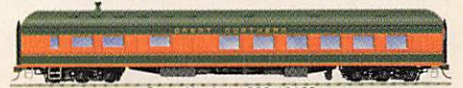
Milwaukee Road 932-10162



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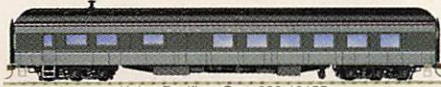
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Photos by David Popp

Make a mix-and-match industry

Sometimes it's hard to get past the idea that the businesses on your layout look just like those on hundreds of other layouts. One thing you can do to get past that "one with the rest of the model railroad universe" appearance is to do some mixing and matching of kit parts to make your industries unique.

The mix-and-match approach isn't quite the same as the kitbashing technique I used to make the Hanson Piano factory, shown in the September 2004 *Model Railroader*. Instead of cutting up walls of an existing kit and reassembling them, for this project I took parts, details, and complete structures from an

assortment of manufacturers and combined them to make a 1950s-era fuel dealer for my layout.

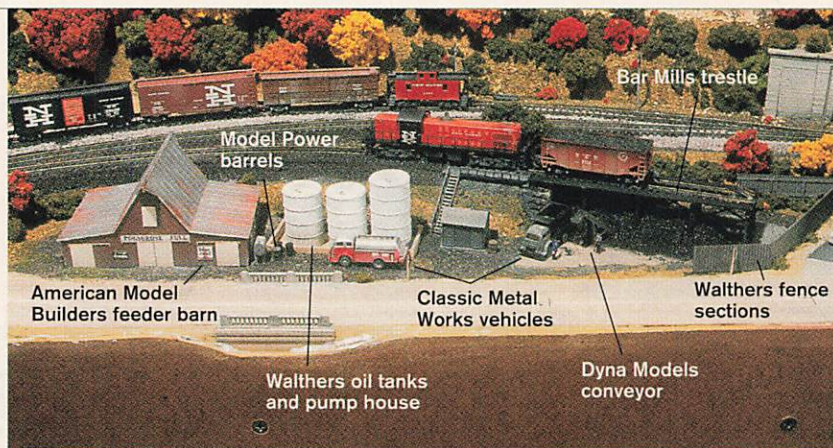
While you may not need a fuel dealership for your layout, you can apply the same mix-and-match techniques I used to create everything from small grain elevators to expansive industrial complexes.

Step 1 Picking a prototype

Depending upon the era and region of the country you model, there are many ubiquitous lineside industries you could add to your railroad. Grain elevators in the Midwest are one such example. Perhaps an industry with more widespread appeal, however, is the fuel dealership.

Most early- to mid-20th century fuel companies sold coal, heating oil, or both. (Modern versions sell heating oil and liquid petroleum gasses.) These products were delivered in bulk by rail and then sold to consumers for fuel to heat their homes and businesses. In addition to fuel, many dealerships also sold lumber, sand, concrete, various building supply products, and gasoline (making for an amazingly combustible combination of products).

The inspiration for my fuel dealership came from a lumberyard I



worked at while I was in college. Though the lumberyard was new, it had been built on the site of a former lumber and fuel company. The yard's rail spur passed over the piers from the original coal dock, and though the bins had been filled in with earth years before, there was no mistaking what had once been there.

When creating any mix-and-match industry, you'll want to choose components that appear to belong together. Photos or first-hand experience are a big help in this step. As shown above, I've identified the main components that make up my fuel company. See the materials list for part numbers.

Step 2 Oil tanks and storage shed

My fuel dealership handles two basic commodities – fuel oil and coal. The oil side of the business includes a set of tanks, a pump house, and a large storage shed for barrels and the tools and equipment necessary to keep the delivery trucks running. The shed also holds the company's office.

I used an American Model Builders feeder barn kit for the shed. Assemble the kit following the directions, but add a floor made with foam board to keep the thin wood walls from bowing. Barn red was a common color for wood structures in that era. I painted mine that color with white doors and then heavily weathered the structure. To identify the

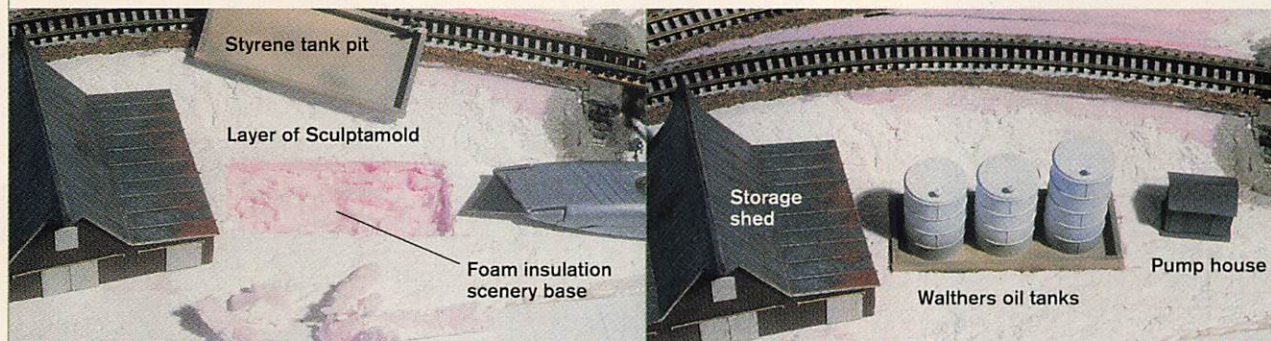
industry as a fuel dealer, I added a few Blair Line printed signs and some dry transfer lettering.

The rest of the oil plant is made from leftover pieces of a Walthers Goldenflame Fuel Co. kit I'd used on a different part of the layout. The oil tanks (included in the kit) are modular, and you can make them different heights by varying the number of rings you use. I built two tanks with four rings each and one taller tank using five rings. Paint the tanks white with a little rust weathering.

Many oil tanks have a retention berm or pit. I built a pit from styrene scraps, modeling it after concrete berms I'd seen in my hometown.

To install the pit, trace its footprint on the layout's surface. Next, cut away a thin layer of the scenery, as shown in the left-hand photo. After test fitting the pit, glue it to the scenery using latex caulk, then cement the tanks in place with cyanoacrylate adhesive (CA).

Near the oil tanks is the pump house, the walls of which came from the Walthers kit. Unfortunately, the kit doesn't include a roof. You can make a new roof for the house from .030" corrugated styrene sheet. I painted my pump house gray to represent bare metal, but you may want to paint it the same red as the shed, giving both a company look.



Step 3 Coal dock

The coal dock is a Bar Mills wood trestle kit. Build the trestle following the instructions but leave the cross bracing off the open side, as shown in the photo, so the coal trucks can be loaded. I cemented a piece of Peco code 55 flextrack to the trestle and then soldered a Tomar Industries Hayes bumping post to the rails at the end of the track. If you use this bumper, be sure to cut a gap in one

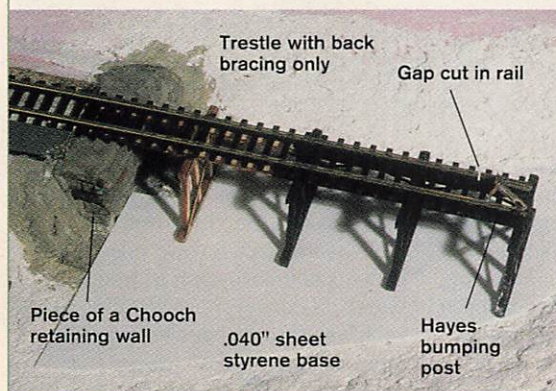
rail to prevent the metal bumping post from causing a short circuit.

The trestle sits on a .040" sheet styrene base. After cutting the base to fit the coal unloading area, use a straightedge and a hobby knife to score the styrene to look like individually poured concrete sections. Paint the styrene a concrete color.

For a retaining wall at the end of the fill leading up to the coal trestle, I used a piece cut from a Chooch stone wall. You could also make a retaining wall out of styrene or build it from pieces of stripwood.

After test fitting the components as shown in the photo, paint all the parts and cement them to the layout.

At this point it's a good idea to finish the surrounding scenery.



Materials list

American Model Builders

617 feeder barn

Bar Mills

304 low boy trestle

Classic Metal Works

50204 fuel delivery trucks

50224 dump trucks

Dyna Model Products

200 coal conveyor

Model Power

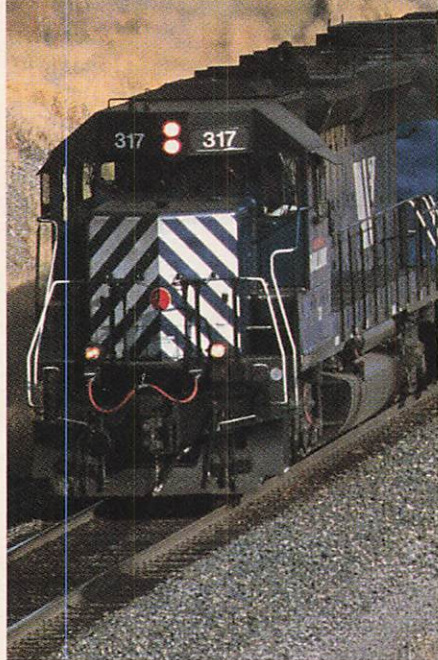
1507 barrels, lumber, and fences

Tomar Industries

58080 Hayes bumping post

Walthers

933-3246 Goldenflame Fuel Co. (for oil tank, stairs, fence, walkway, and pump house parts)



JUNE 2005

The SD45 in Twilight

Greg McDonnell takes us on a hunting trip to find the last of these mountain machines in Montana.

A Heart for Chinese Steam

Michael Valentine's photo essay marks the last winter for Chinese Steam.

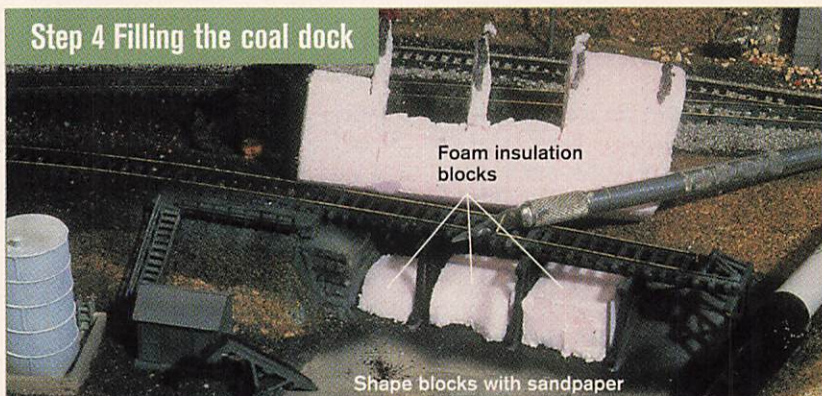
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Step by Step

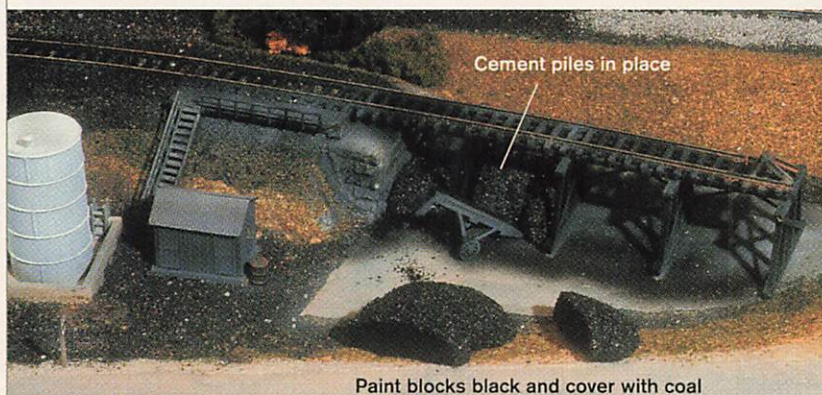
Step 4 Filling the coal dock



Filling the coal dock is a bit trickier than it may at first seem. Though you could simply pile crushed coal to appropriate heights under the dock, you'd be using a lot of material. And piles of fine scenery materials don't often hold up well on a layout because the cement all settles to the bottom, causing the top to eventually

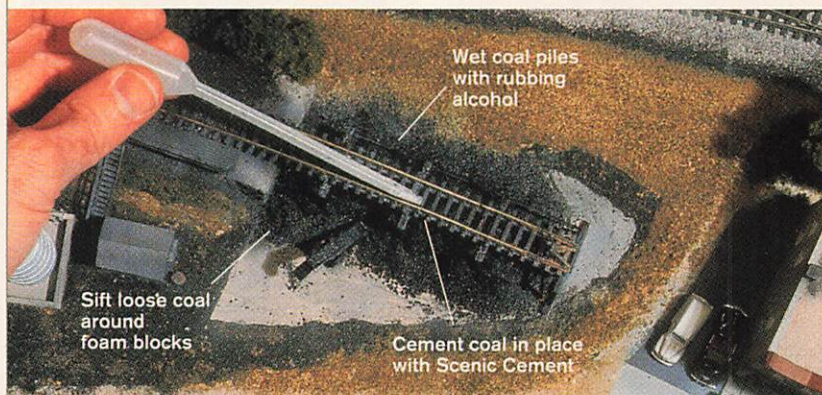
crumble apart. As a better alternative, fill the coal bins with small foam insulation blocks and then cover them with a thin, well-cemented layer of coal.

Cut and sand blocks of foam to form piles, fitting them between each of the trestle bents, as shown in the photo above.



Next, paint the blocks black and sprinkle crushed coal onto the wet paint. (I used Woodland Scenics

Mine Run coal.) Cement the coal-covered blocks in position, as shown in the middle photo.

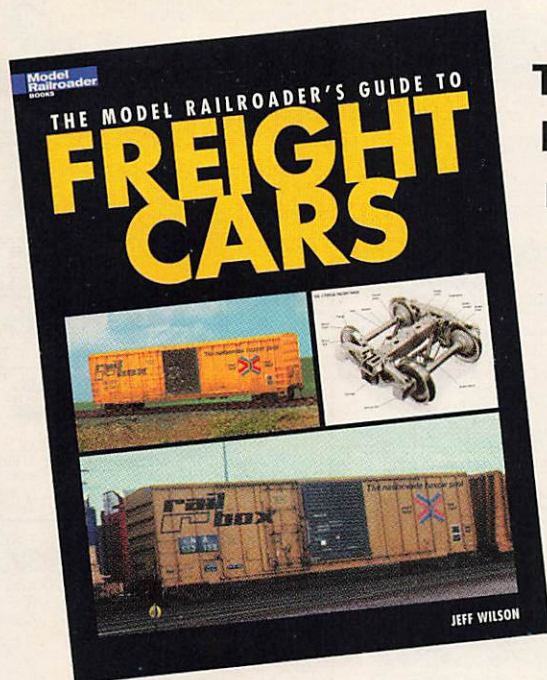


Finally, sift more coal over the top of the blocks with a spoon to fill the gaps between the bents and to blend the piles into the surrounding scenery. Carefully wet the coal piles with a few drops of rubbing alcohol and bond the loose coal in place

with Scenic Cement from Woodland Scenics. See the lower photo.

When coal piles have dried, add some final details such as people, barrels, a conveyor or two, and vehicles. Your fuel dealer is now open for business.

Add realism to your layout!

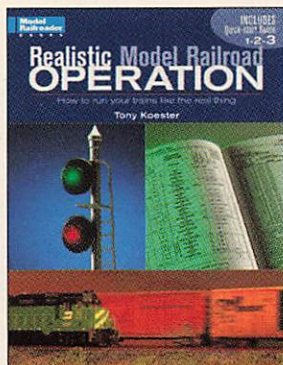


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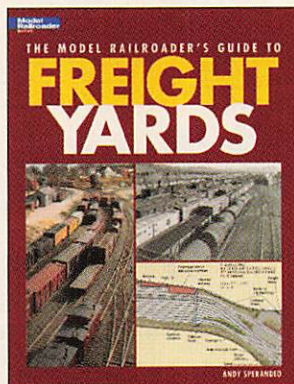
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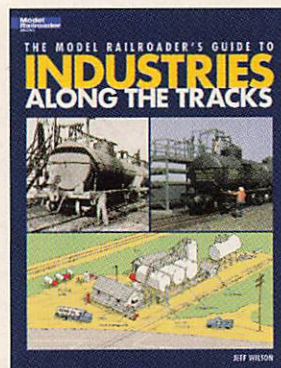
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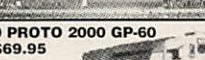

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
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
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1. A pair of Canadian Pacific Fairbanks-Morse C-Liners trundle past the tower at Bear River. Carl Senftleben's 25 x 30-foot HO Atlantic Shoals Ry. is highlighted by its realistic operations.



A long run— with a purpose

Carl Senftleben's 25 x 30-foot HO scale Atlantic Shoals Ry. is an operations-intensive layout built by a professional railroader

By Carl Swanson

Photos by Lou Sassi

After 50 years in the hobby, seven previous layouts, and about 20 years building his current 25 x 30 foot HO scale Atlantic Shoals Ry., Carl Senftleben reached a momentous decision.

"I'm so satisfied with the Atlantic Shoals that I plan to keep it," Carl said. "I'll probably spend the rest of my life improving it. Its operation is just so much fun."

Carl figures he's reached his goal of having a layout that combines rock-solid reliability with operations that have lasting interest. That's no small accomplishment, considering that he started with a blank piece of paper and a one-item wish list: "A long run – with a purpose."

A realistic work of fiction

"I wanted the railroad to exist for a reason, and it does," Carl said. "It's a bridge line that connects two Class 1 railroads."

The Atlantic Shoals is a fictitious road set in the early 1960s. The Shoals service area extends along the Atlantic coast between Massachusetts and New Brunswick, Canada. The railway has a considerable amount of on-line industry and also serves as a trunk connection between the New York, New Haven & Hartford RR and the Canadian Pacific Ry.

The physical plant consists of a single-track main line operated by timetable and verbal train orders. Several passing sidings and some double track allow many trains to run at once between large yards located at either end of the Shoals.

With 10 tracks connected to a hump lead and a large engine terminal known as BET (Borrelli Engine Terminal, named for Carl's late friend Bill Borrelli), Church Point is the largest yard. As a key division point on the Atlantic Shoals, Church Point yard does a lot of reclassification work along with local freight train make-up. The other large yard is



2. As the sun sets on Port Evangeline, the nose of a switcher pokes out of an alley as it goes about its business. Carl, a professional railroader, wants his layout to convey the feeling of a smooth-running railroad at work.



3. An eastbound CP mixed freight crosses the Bay of Fundy on a truss bridge. The Atlantic Shoals is a fictional belt line connecting the New York, New Haven & Hartford RR with the CP.

Fundy, New Brunswick, located at the other end of the division. Fundy makes up westbound tonnage, dispatches local trains to switch a considerable amount of local industry, and serves as the support base for a car float operation to Nova Scotia.

The largest switching area is Port Evangeline, a sizable city with several

industries, some reached by street trackage. Although isolated from the main flow of traffic on the layout, Port Evangeline is a favorite of Carl's operators.

"Port Evangeline is based on Atlantic Avenue in Boston," Carl said. "With sharp curves and tight clearances and loaded with automobile, truck, and pedestrian traffic, it's truly a delight to look at. Switching takes real hours. My operators fight to be assigned to the Port. It's a neat place to switch, largely because there's no pressure from competing trains."

The importance of happiness

On Carl's railroad, trains operate according to prototype practices, at slow speeds and with proper train-handling procedures. Passenger trains run with schedules dictated by a 6:1 fast clock. Freight gets to its destination using a combination of through service and local delivery.

For a fictitious railroad, the Atlantic Shoals is well-grounded in reality. In fact, Carl is a career railroader with 20 years of service on the Boston & Maine and 15 years with Amtrak. He currently

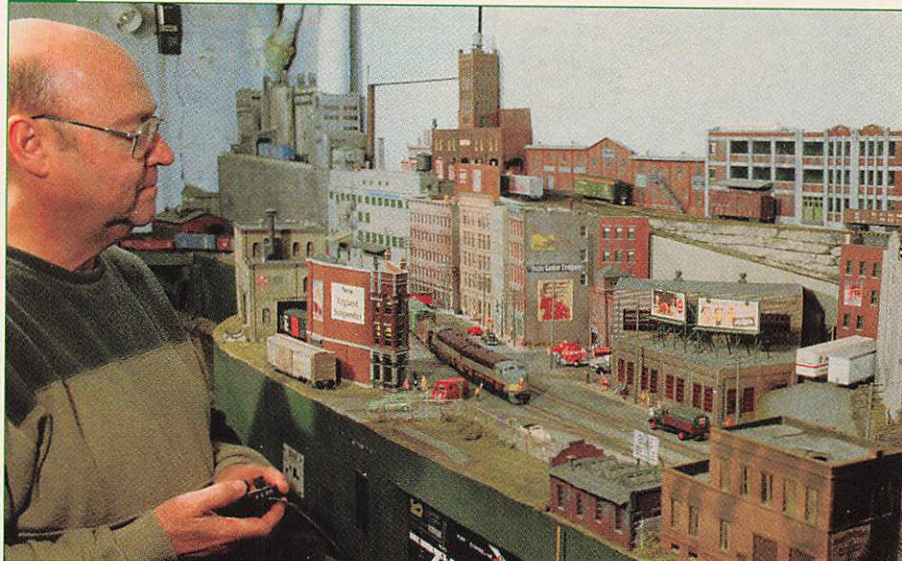
Kitbashing tips



serves as the superintendent of train operations for the Boston area commuter rail system.

His professional background may be the reason he measures the success of his layout by how well it replicates a rail transportation system – one that flows smoothly with few derailments and good locomotive performance.

“While I don’t consider myself a skilled modeler, I do take pride in good track and reliable rolling stock,” he said. “Good, reliable operation is paramount to model railroading happiness.”



4. Carl Senfleben is at the controls as a Canadian Pacific freight train rolls through Port Evangeline. Carl is an avid kitbasher, and his handiwork is represented by many of the buildings in this scene.

What's not to like about kitbashing?

Kitbashing is one of my favorite parts of the hobby. Just think about it; all these companies are making kits just so you can cut them up, splice them back together, and change the kits to fit your layout. What a country!

Here are some of my favorite tips and techniques.

- Save all the extra parts. Sooner or later, you'll find just that special something a building needs. My scrap box (huge) is full of plastic building parts.
- Use green and light brown construction paper to make window shades and place them in the windows. Be sure to place them slightly uneven and crooked.
- Don't use cyanoacrylate adhesive (CA) to glue clear window glazing; it'll fog the glazing.
- Use lots of roof detail; we mostly look down on our layouts.
- Weathering is wonderful, but shiny is sometimes okay. Remember that people try to keep the building in which they live and work somewhat presentable. Also, roof seams on tar roofs are always shiny.
- Don't forget wildlife; birds are all over buildings.
- When you splice a kit together, make sure the details are repeated throughout the walls. Splice against a relief seam whenever possible.
- Use liquid plastic cement with all splices and add a bead of CA before the cement is fully dry. The splice will never separate.

- For buildings that will sit on an odd-shaped lot, make a paper pattern of the lot and build the building at your bench on that “paper” property line. It will drop right onto the layout.

- Add simple floors and wall partitions to your buildings so you can light individual rooms.

- Model only the part that shows. Blank the hidden part of the building with plain styrene and save the leftover kit parts for another project. You'll be amazed how many buildings you can get out of two or three kits.

- Add people. The reason we have buildings is because people live, shop, and work in them.

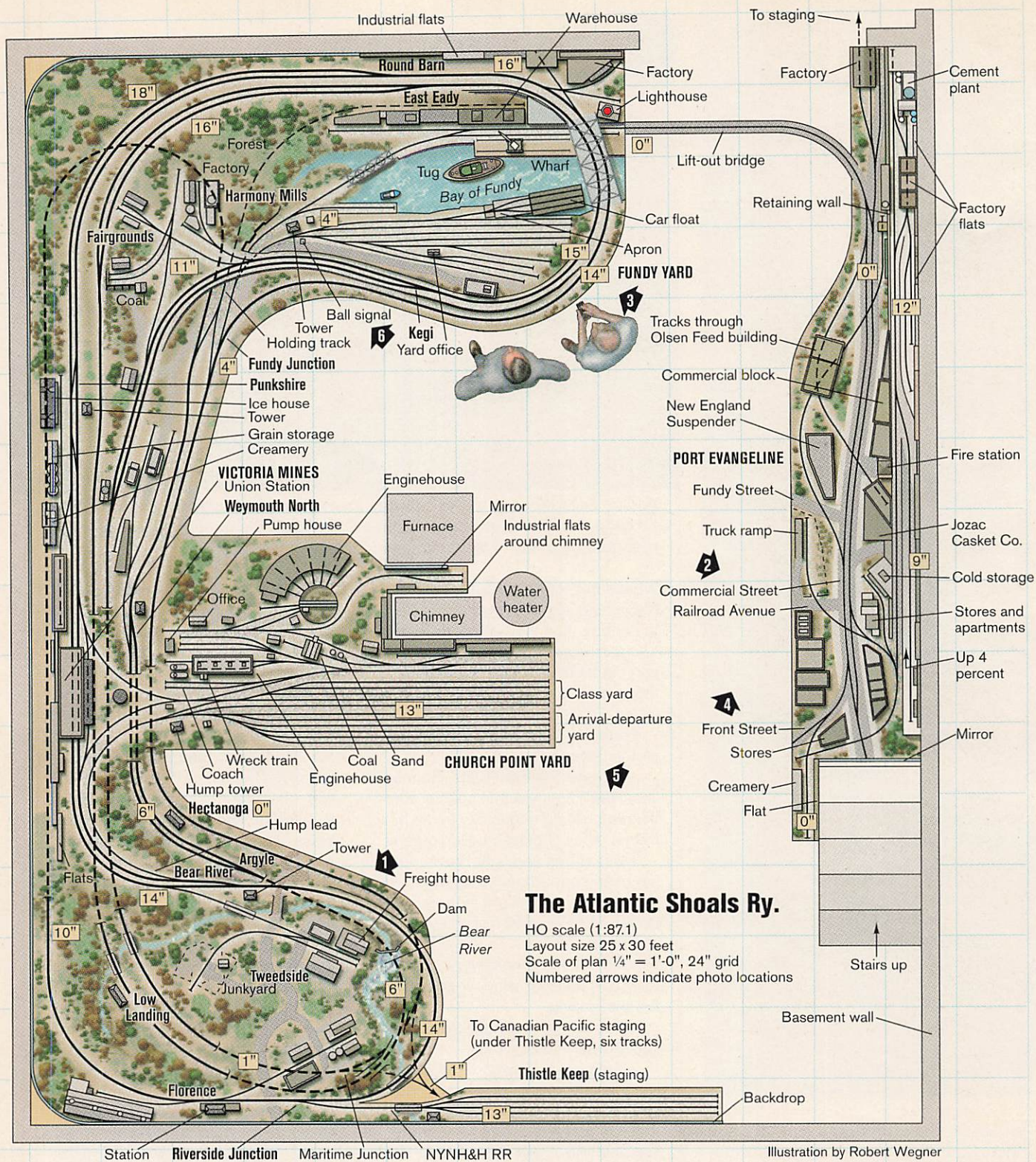
- Add services: power lines, telephone lines, sidewalk elevators, vents, and so forth.

- Have the rear of some buildings face the viewer. The backs of some structures are often more interesting to look at than the fronts, yet they are seldom modeled.

- Never glue your buildings to the layout; they'll be bumped and get damaged. Instead, place track nails in the layout at the inside corners of the structures and then place the walls over the nails. When (not *if*) those buildings get bumped simply realign them over the pins.

- When I kitbash, I use the back of my hobby knife blade far more than the sharp edge to scribe the plastic and snap the piece.

Lastly, make sure you have your safety glasses on! – Carl Senfleben



Building friendships is just as important to Carl as building good track. The Shoals is operated by the B&M ("Broken & Mangled") Operators, a round-robin group started in 1965. The B&M is one of the oldest operating groups in the country and several founding members are still active. Carl joined in 1970.

The group meets weekly at one of the five member layouts, which means that

Atlantic Shoals hosts a full-scale operating session slightly less frequently than once a month.

Group members also open their layouts to the public during November – Model Railroad Month. During the month, Carl's layout usually has more than 200 visitors, often fathers with small children. Carl is proud that his group actively uses the November open

houses to introduce children (and some adults) to model railroading.

"We understand that these are toys – they just cost a little more than most toys," Carl said. "When the kids come in, we hand them a throttle right away."

Twenty years in the making

Carl's friends have left their mark on the layout. A scratchbuilt turntable,



►► Layout at a glance

Name: Atlantic Shoals Ry.

Scale: HO (1:87.1)

Size: 25 x 30 feet

Theme: trunk line connecting the New Haven RR with the Canadian Pacific Ry.

Period: early 1960s

Locale: coastal New England

Layout style: walk-in

Layout height: 45" to 52"

Benchwork: L girder

Roadbed: spline with Homasote

Length of mainline run: 242 feet

Track: code 100 flextrack

Minimum turnout: no. 6 (main line), no. 4 (yards), Atlas Snap Switches (Port Evangeline)

Minimum radius: 30" (on main line), 18" (Port Evangeline)

Maximum grade: 2.2 percent (main layout), 4 percent (Port Evangeline)

Scenery: plaster-soaked paper towels over newspaper, acrylic paints, and ground foam

Backdrop: painted linoleum

Control: Digitrax Digital Command Control (DCC)

some of the rolling stock, and many buildings were contributed by friends.

"I'll accept help from anyone as long as my standards are met," Carl said.

Of course, the vast majority of the layout is his own creation, including a great many kitbashed buildings – a special

5. Church Point Yard, a key division point on the Atlantic Shoals, is the operational heart of the layout. The city of Victoria Mines is in the distance.

6. A long, slow New Haven RR freight grinds past Kegi Tower. The Fundy Yard tracks are in the background.

interest of Carl's. (See "Kitbashing tips" sidebar on page 51.)

Quite a few of the buildings are low-relief structures, only an inch or so deep and placed against a backdrop. This is how sets are built for theatrical performances, which is exactly the way Carl views the hobby.

"The whole hobby is based on fantasy," Carl said. "Buildings are the props for our stage play. Viewers will look at the trains, and the buildings become secondary models."

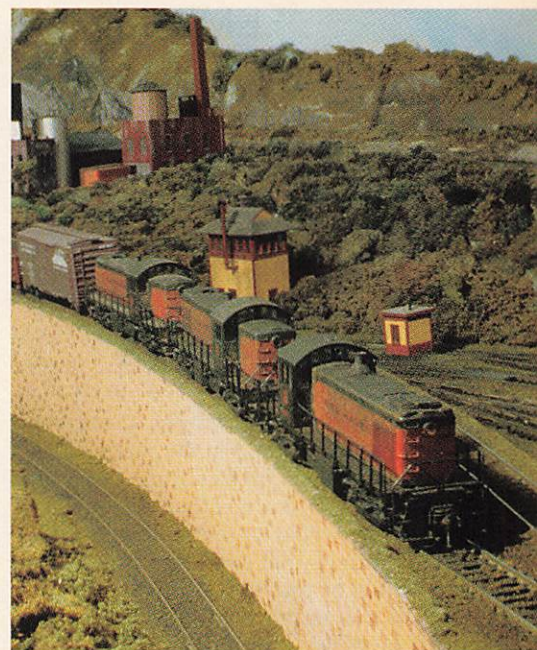
Operating like a railroader

Once the stage is set, it's up to the operators to create the feeling that an actual railroad system is at work. In addition to the fast clock and timetable-based passenger trains, Carl uses a card-based car-forwarding system to route freight cars.

A dispatcher is necessary to keep the railroad fluid, but there are no written train orders. Instead, operators get verbal instructions from the dispatcher.

"There are several professional railroaders in our operators' group," Carl said. "They copy orders eight hours a day, which is enough."

The Atlantic Shoals, he adds, "is not for pressure – it's for fun." **MR**



►► Meet Carl Senftleben

Carl Senftleben is a career railroader. His interest in model railroading was awakened by a Lionel train under the Christmas tree. With his dad's encouragement, he built his first layout when he was 6. The Atlantic Shoals, Carl's seventh HO layout, has been under construction for about 20 years. A previous layout, the Colrain Valley RR, was featured in the November 1977 issue of *Model Railroader*.

Modeling Clinchfield F units

Easy detail changes
update any veteran
EMD cab unit

By Bob Helm and Jim Six • Photos by Jim Six

Clinchfield RR modelers were given an exceptional gift when Stewart Hobbies came out with Electro-Motive Division F3 Phase IV and F7 Phase I models. The HO locomotives were even offered factory-painted in the Clinchfield's (CRR) as-built gray, yellow, and black color scheme.

Though the Stewart F units have been a boon to CRR modelers, they're accurate only through the mid-1950s. By 1958, the CRR's Erwin, Tenn., shop was rebuilding its F units, with numerous external modifications. Only nos. 809 and 810 retained their original roof and side panels, so they're the only post-1958 A units that can be accurately represented by the Stewart models.

In this article we'll look at some of the modifications that can be made to Stewart cab units to produce realistic representations of CRR's later Fs. Our models of nos. 800 and 805 represent F3A prototypes that the CRR heavily rebuilt, including a dynamic brake roof panel swap on the 805. The model of engine 800 represents a 1970s locomotive painted in the simplified black scheme. Since the 805 spent its entire career in the gray paint scheme, this model is good for any setting from the late 1950s to its retirement in 1978.

The walkway below the cab and a grab iron ladder provide safe access to the 805's windshield in conformance with federal regulations adopted in 1959.

While these HO models were done with Stewart F units, an easier option is now available. The Highliners F unit body kits for A units include most of these details in a pick-and-choose format, but they require painting.

Getting started. The first step in any locomotive detailing project should be to verify the running quality of your model. Take care of mechanical adjustments and additions, like installation of a Digital Command Control (DCC) decoder, before you start detailing.

The model of the 800 began as an undecorated Stewart F3 Phase IV, and 805 started out as an undecorated F9. The most radical carbody changes appeared on no. 805, so let's start there.

Carefully cut out the dynamic brake panel from a Stewart F3B shell and trim its edges smooth and square. Cut out the F9's dynamic brake hatch and file the opening to fit the F3 hatch. Secure the new dynamic brake panel with liquid cement applied liberally to the inside of the body. See **fig. 1** on page 56. This hatch swap produces a body configuration that matches the reworked later version of prototype no. 805.

Skirt removal. Like many other railroads, the CRR removed the skirts that shrouded the open area above the fuel tank and battery box about 1958.

Trim the side skirts from the bottom edge of the body, taking care to avoid damaging the battery box access door. See **fig. 2**. This exposes the unrealistic





This model of the 800 represents an F3 rebuilt to F7 specifications and repainted in the simplified black and yellow scheme to reduce costs.

fuel-tank mounting tabs. Pry off the fuel tank and cut away the four mounting tabs. Trim a scale 5" off the top edge of the fuel tank and battery box casting, and smooth its edges. Secure the fuel tank to the drive with double-sided tape.

Cut the battery box doors from the removed skirts, and trim them to shape. Cement them to the battery box sides as shown in fig. 2. Add Detail Associates fuel tank fillers and sight glasses.

Pilot details. The CRR shop applied an extended m.u. hose box on the engineer's side of some pilots, as shown in fig. 3. It's a scale 12" high and 18" wide with a hinged door across the front.

This can be simulated by drilling holes through the pilot, squaring the opening, and then fabricating the extension from thin styrene. Finish up with a Details West four-hose m.u. cluster and a partially open door made of .010" styrene.

F units had uncoupling levers on the pilots that are a distinctive detail. Bend the needed pieces from bits of .010" brass wire, and use Detail Associates metal eyebolts to attach them.

My model of no. 805 sports uncoupling levers I had left over from an InterMountain F7A. I snipped off the plastic handles and extensions and combined them with parts made of .010" brass wire. All of these replacement parts were secured with cyanoacrylate adhesive (CA). See fig. 3.

Carbody detail changes. The CRR's F units all received simpler sand hatches on both sides as the locomotives were reworked. To simulate these revisions, drill through all four of the molded sand hatches and then square the openings with a file using the outer bead as a guide. Add a .020" piece of styrene cut to fit snugly into the opening so it's angled in at the top. See fig. 4. Use Detail Associates m.u. receptacle covers as sand filler hatches.

Clinchfield's original gray and yellow paint scheme did a good job of hiding the dirt that no. 805 accumulated on trips through the road's many tunnels.



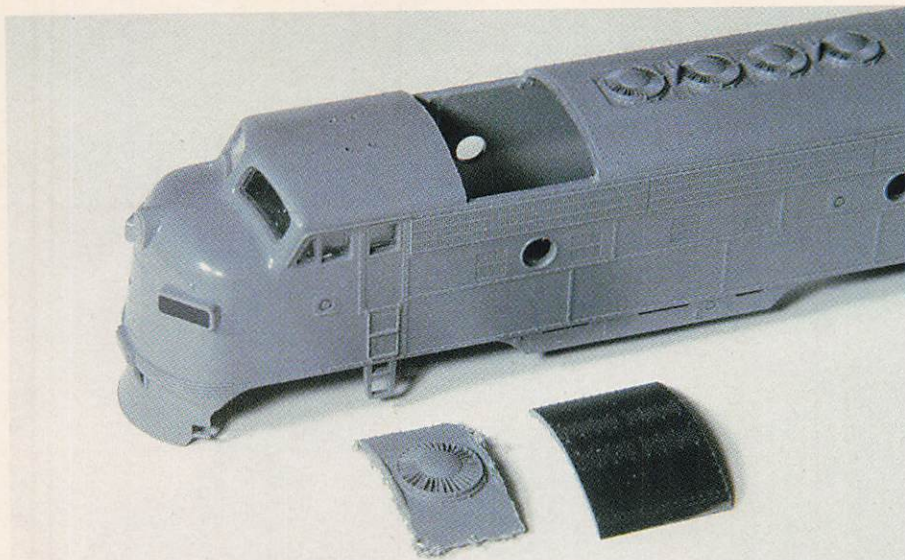


Fig. 1. An F3 dynamic brake hatch, cut from another body shell, is spliced into an F9 body to provide the right combination of details to match unit 805.

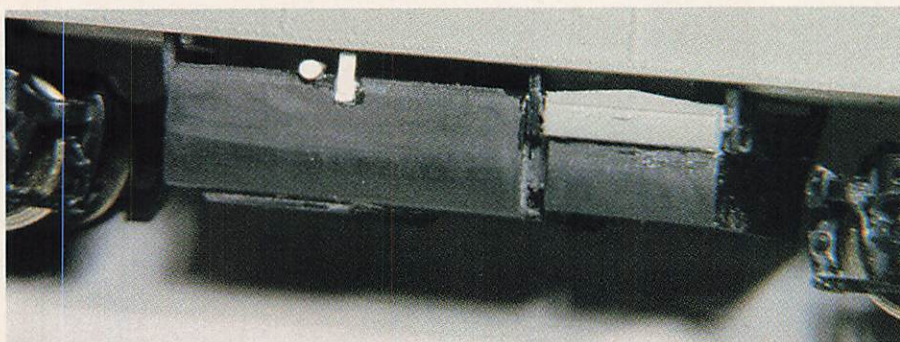


Fig. 2. Eliminating the side skirts above the fuel tank requires some careful trimming of the body and remodeling of the fuel tank.



Fig. 3. The extended mounting box for the m.u. hoses was applied on only some of the CRR's rebuilt F units.

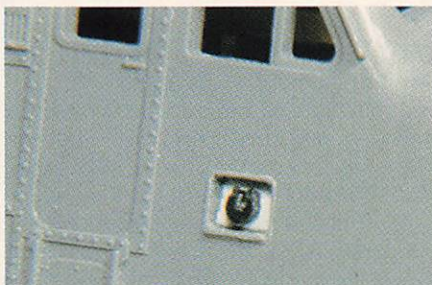


Fig. 4. When the CRR's Erwin, Tenn., shop rebuilt the F units, all of the sandboxes received simplified fillers.



Fig. 5. Adding a back-up light, lift rings, and a set of m.u. hoses completes the typical details on both units.

Add these grab irons by drilling holes in the body shell and securing the wire grabs with CA. Then, drill a second hole above and against each grab iron leg and add a nut-bolt-washer in the holes.

Install a five-chime air horn on no. 800 and a Hancock air whistle on 805. Both models also need rooftop oil cooling coils, cab wind deflector wings, and speed recorders. Mount a backup light and lens on the rear wall, as in fig. 5.

Drill no. 80 holes in the roof panels, and install formed-metal eyebolts as lift rings. Then replace the exhaust stacks.

Make side handrails from .016" wire, mark and drill holes for them, and then use CA to secure these parts. In similar fashion, form and install pairs of .010" wire grab irons above the windshields, on both sides of the nose door, and at the corners of the anticlimber.

Paint and lettering. Painting no. 800 is easy. Just spray on a smooth coat of Polly Scale Engine Black and let it dry thoroughly. Mask the side's bottom edge batten strip and spray it yellow or apply a yellow decal stripe. Brush-paint the front anticlimber yellow.

Paint no. 805 with CRR Gray made by mixing 4 parts of Polly Scale CSX Gray and 1 part Reefer White. After the paint dries, mask the gray areas with tape and spray on the yellow using Polly Scale SCL Hopper Car Yellow. Then use the appropriate Microscale decals to letter and number both models. Once the model has dried, apply a light spray coat of a clear flat finish and let it dry.

Stewart supplies clear molded window glazing that snaps into place. However, this glazing is recessed a bit when it should be nearly flush with the exterior surfaces. American Model Builders offers laser-cut clear acrylic windshields for the Athearn F7 that can be easily trimmed to fit Stewart's shells.

Work on one window opening at a time. Test fit an insert, gently file the four corners, and scrape the bottom edge of each windshield opening to achieve a good fit. Last, drill a mounting hole above each windshield and install the windshield wipers.

Weathering. Weathering is a personal decision, but it should definitely be considered. These CRR F units regularly worked through 55 tunnels (more than nine miles under ground!) with their exhausts blasting years of soot and crud off the ceilings. It's no wonder that they accumulated enough dirt and soot to make CRR's diesel locomotives among the filthiest in the East. All it took was one mainline road trip to take the shine off any fresh paint job. **MR**

► Parts list

Stewart Hobbies

- 5100B F3B body shell
- 5514 F3 Phase IV A-B set, Clinchfield
- 5700 F7 Phase I A-B set, undecorated
- 5710 F7 Phase I late A-B set, Clinchfield
- 8400 F3A Phase IV, undecorated

American Model Builders

- 228 Athearn F7 windshield inserts

Detail Associates

- 701 detail kit for Stewart A units
- 1507 m.u. receptacles
- 2202 grab irons
- 2203 nut-bolt-washer castings
- 2206 formed wire eyebolts
- 2312 wind deflectors
- 2314 windshield wipers
- 2401 F unit exhaust stacks
- 3102 fuel tank fittings

Details West

- 131 Hancock air whistle
- 182 backup light
- 265 four-hose m.u. cluster
- 284 speed recorder

Evergreen Scale Models

- 9010 .010" sheet styrene
- 9020 .020" sheet styrene

Highliners (alternate kit)

- 1001 F unit A body kit
(includes all of the alternate EMD detail parts, doors, rooftop dynamic brake and fan hatches, and body side panels to build any Clinchfield F3, F7, or F9 locomotive)

Microscale Decals

- 87913 Clinchfield diesels, 1947-77

Overland Models

- 9003 air horn, five-chime
- 9146 rooftop cooling coils

MV Products

- 177 lens

Polly Scale (paint)

- 414110 Engine Black
- 414113 Reefer White
- 414218 CSX Gray
- 414390 SCL Hopper Yellow

Testors

- 1160 Dullcote
- 1260 Dullcote spray

Miscellaneous

- .010" brass wire
- .016" brass wire



Clinchfield 805 is an F3 that has been rebuilt twice, winding up as an F9 following a wreck in March 1955.

Clinchfield's F units

A successful road test of Electro-Motive Division F units in August 1948 led to an initial order for four F3As and two F3Bs that arrived in December 1948. The new F3s sported EMD's factory-applied yellow and gray paint scheme with black pilots, trucks, and skirts. They were delivered in 4,500-hp A-B-A sets with the A unit numbers starting at 800 and the Bs at 850.

The Clinchfield's Erwin, Tenn., shops began modifying its F units as early as 1952. For modeling purposes, the external modifications are most important, so we recommend using photos to accurately model an individual engine.

In an effort to reduce costs, Clinchfield changed the paint scheme in 1971 to a simpler Seaboard Coast Line-inspired solid black with yellow stripes. Units that were repainted in this scheme included nos. 200, 800, 802, 807, 810, 813, 814, 816, 819, 821, and 863.

Many useful photos of the F units can be found in the following references:

"Appalachian Streamliners, Clinchfield's F Units," by Warren Calloway, in *Diesel Era* magazine's November 1994 issue

Clinchfield Country, by Steve King, published by Old Line Graphics, 1604 Woodwell Rd., Silver Spring, MD 20906

Clinchfield in Color, by C. K. Marsh Jr., published by Morning Sun Books Inc.

Clinchfield Railroad in the Coal Fields, by Robert A. Helm, published by Motorbooks International - B.H. and J.S.

Roster

200	FP7A	2/1952
800-850-801	F3 A-B-A	12/1948*
802-851-803	F3 A-B-A	12/1948*
804-852-853-805	F3 A-B-B-A	2/1949*
806-814	F7A	10, 11, and 12/1951**
854-860	F7B	10, 11, and 12/1951**
815-820	F7A	12/1952***
861-863	F7B	12/1952***
864-867	F9B	4/1955

Notes: nos. 805 and 806 were wrecked and sent to EMD for rebuilding in 1955 and returned with many F9 features

FP7A no. 200 was built for passenger service; reassigned to freight pool in 1955

*F3 Phase IV (early F7 carbody with F3-style dynamic brake openings. All were upgraded to F7 specifications in 1952).

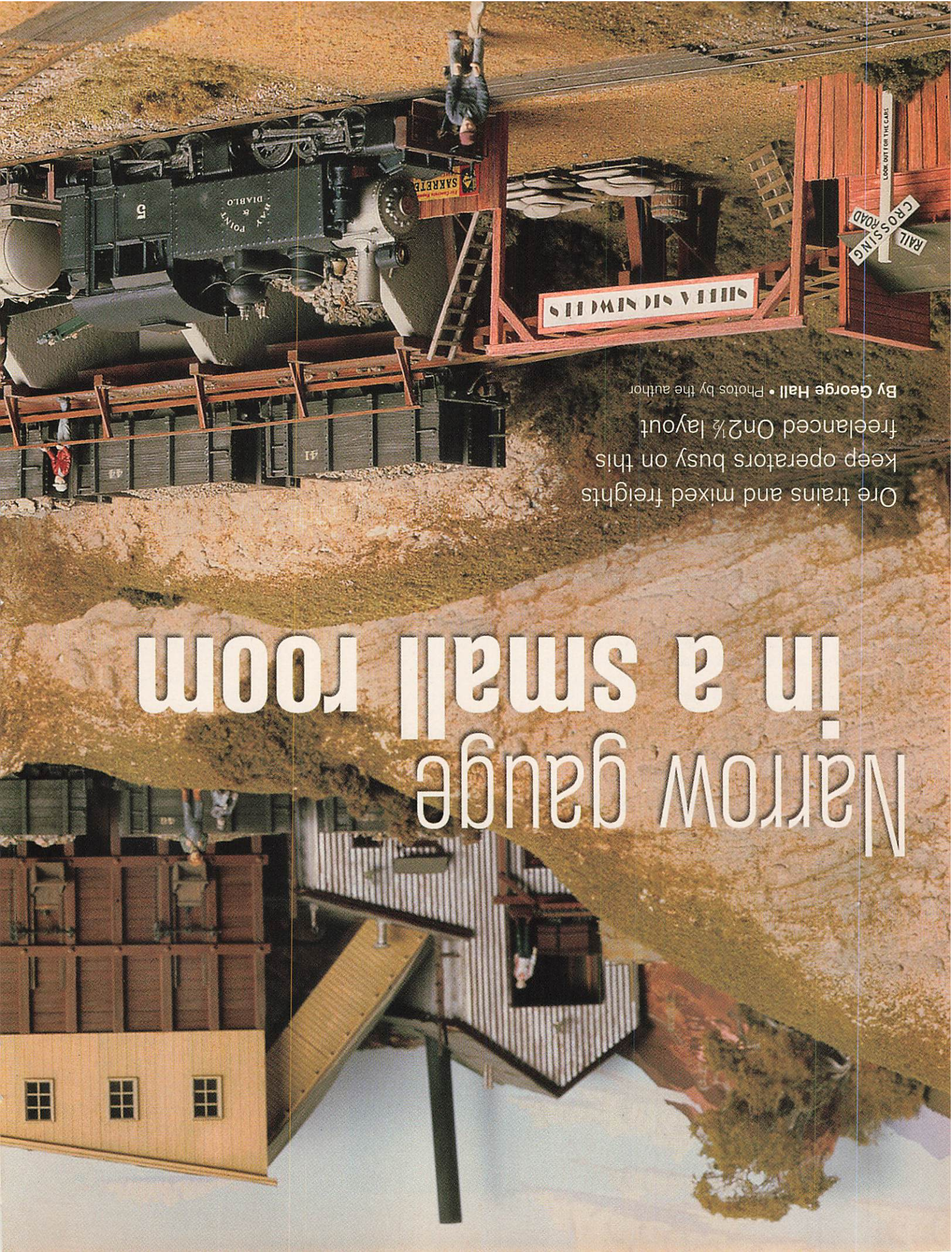
**F7 Phase I (standard F7 carbody with 36" dynamic brake fans and horizontal louvers and horizontal grills)

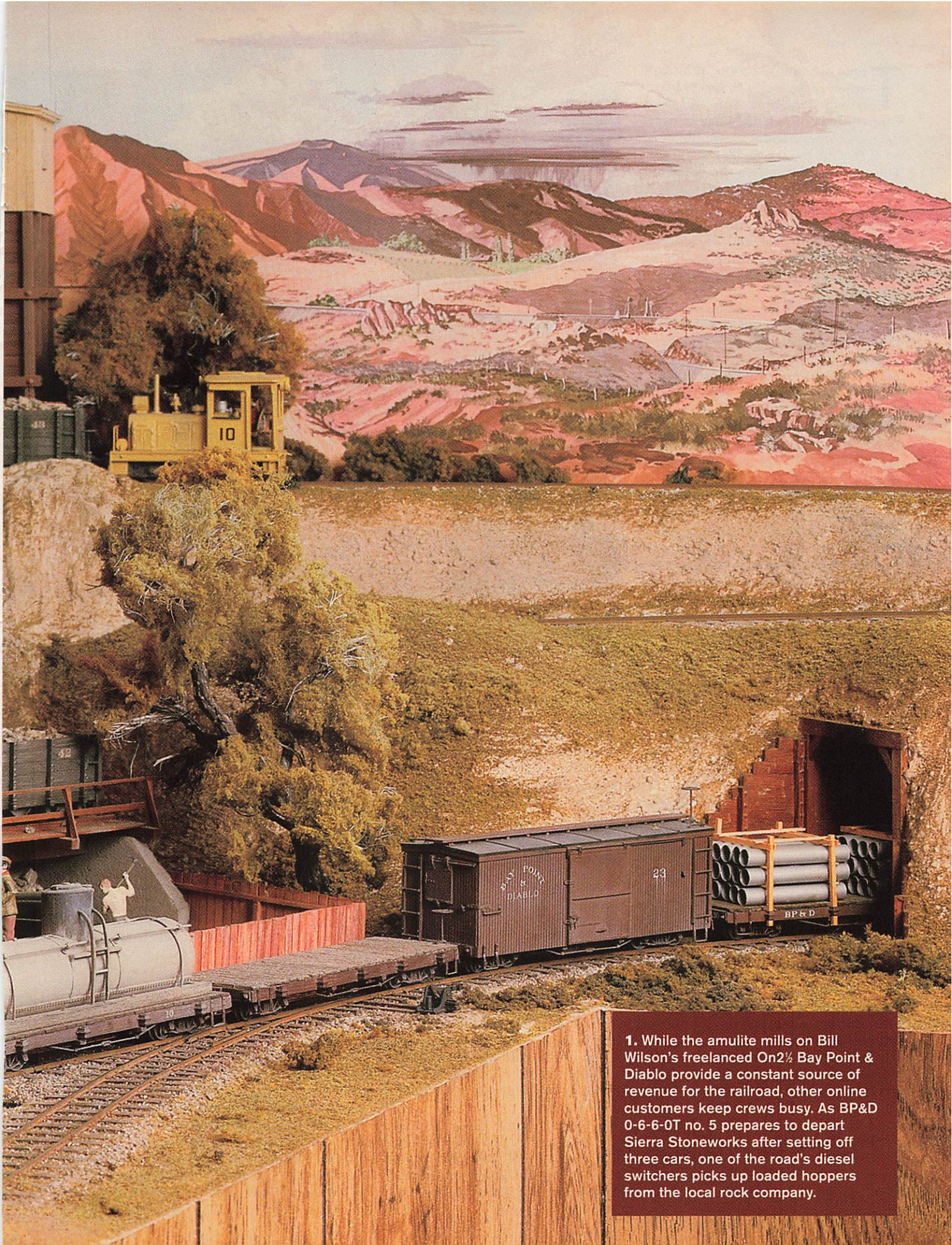
***F7 Phase II with 48" dynamic brake fans, vertically slotted stainless-steel Farr grills, and F9-style vertically slotted side louvers

Narrow gauge in a small room

Ore trains and mixed freights
keep operators busy on this
freelanced On2½ layout

By George Hall • Photos by the author





1. While the amulite mills on Bill Wilson's freelanced On2½ Bay Point & Diablo provide a constant source of revenue for the railroad, other online customers keep crews busy. As BP&D 0-6-6-0T no. 5 prepares to depart Sierra Stoneworks after setting off three cars, one of the road's diesel switchers picks up loaded hoppers from the local rock company.

There are many schools of thought when it comes to O scale narrow gauge modeling. You can build your equipment to On3 (3 feet between the rails), On2 (2 feet between the rails), or even Om (meter gauge) standards. The newest addition to the O narrow gauge family, however, is On2½ (2½ feet between the rails). While the gauge was uncommon in North America, except for some industrial and agricultural lines, it has one big advantage for the modeler because On2½ models run on HO gauge track.

When Bill Wilson became interested in narrow gauge modeling, he chose On2½. He likes narrow gauge so much that he's built four layouts in On2½, his newest being the Bay Point & Diablo.

Bill has many reasons for liking narrow gauge, one of which is the space requirements for a layout. "Visually it's bigger than HO, yet it's operated in a space that would accommodate an HO layout," Bill said.

With lessons learned from three previous On2½ layouts, Bill made the BP&D a showcase for what's possible in On2½. He now lays track by hand, and he kitbashes and scratchbuilds locomotives and structures. Even though the track plan is fairly simple, operators keep busy running ore trains and mixed freights on the narrow gauge layout.

Making the switch

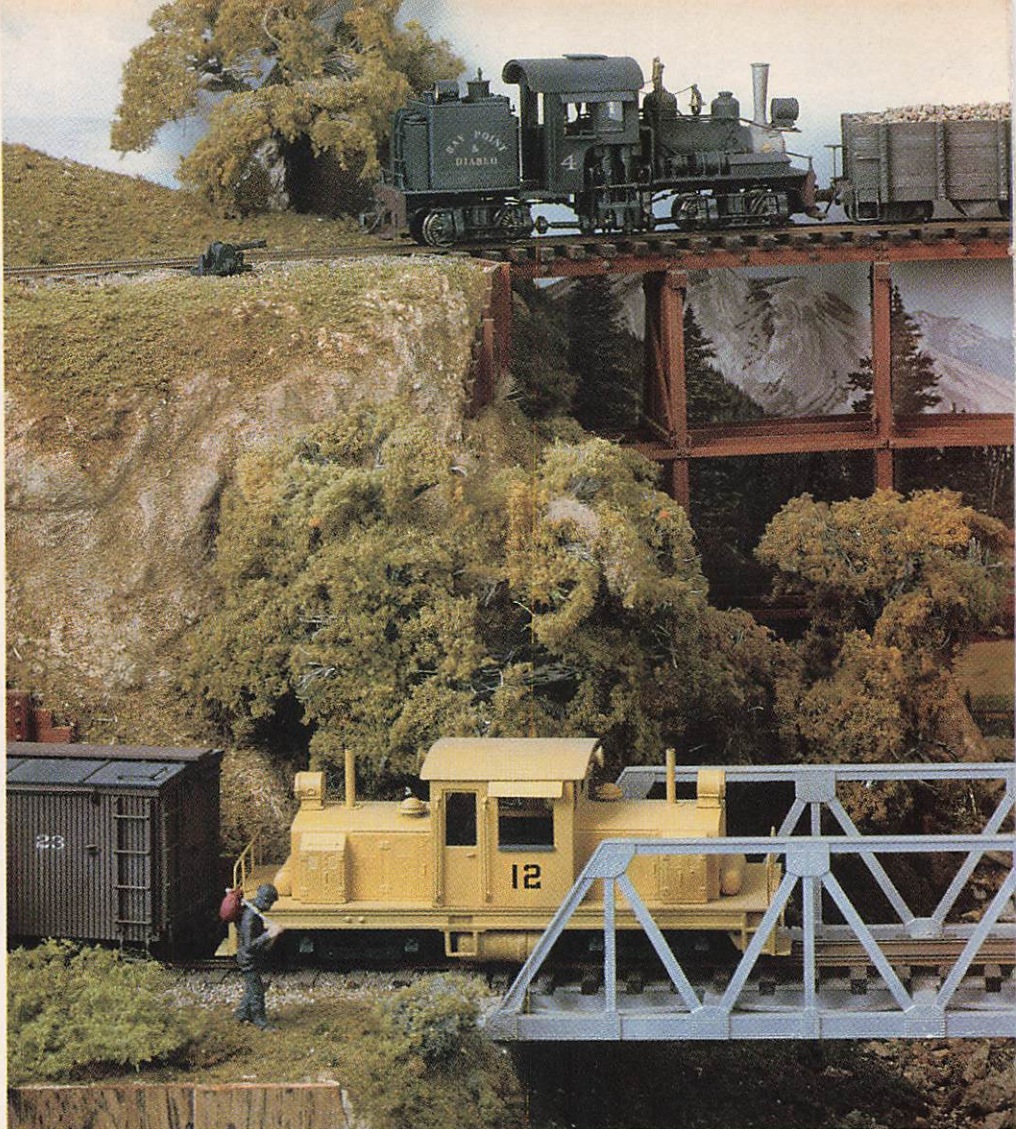
Prior to making the switch to On2½ in the late 1970s, Bill was an active HO scale modeler. He started work on two small On2½ layouts but moved before he could make much progress on them. When Bill started work on his third layout, he decided to make it portable. "I built the layout on four hollow-core doors," Bill said. "This arrangement works fairly well. The layout was designed to be moved in four separate sections, but the flat top made it hard to do scenery."

Before moving from Washington back to California in 1990, Bill sold the layout and built an around-the-walls shelf layout in a spare bedroom at his new home. The shelves, which are 18" and 24" wide, are bolted together. To increase the layout's operating potential, Bill extended the model railroad into a walk-in closet.

The spare bedroom is more than just a layout room, though. Bill's workbench and spray booth are located underneath the layout.

Finding inspiration

The inspiration for the BP&D came from the Bay Point & Clayton, a standard gauge railroad that operated a



2. During an operating session an ore train and mixed freight work the layout. The photographer caught up with both trains as they crossed Diablo Creek. The loaded ore train is going to the Bay Point Amulite Mill, while the freight is on its way to Clyde to do some switching.

nine-mile line between the northern California communities of Bay Point and Cowell during the first half of the 20th century. The railroad transported cement, agricultural goods, and rock.

With a few twists to the real railroad's history, the Bay Point & Diablo was born. While locations such as Clyde, Bay Point, and Cowell Junction are real, other facets of the railroad are made up. According to Bill's version of history, the 12-mile BP&D is a wholly owned subsidiary of the Diablo Amulite Co. The railroad transports a product called "preformulated amulite" from the mine at Diablo to the pier near Bay Point. Bill and his operators heard about preformulated amulite during a technological hoax on a local television station.

"Originally the BP&D was going to haul cement, much like the Bay Point & Clayton," Bill said. "But my friends and I wanted something different. We got a kick out of the amulite story on

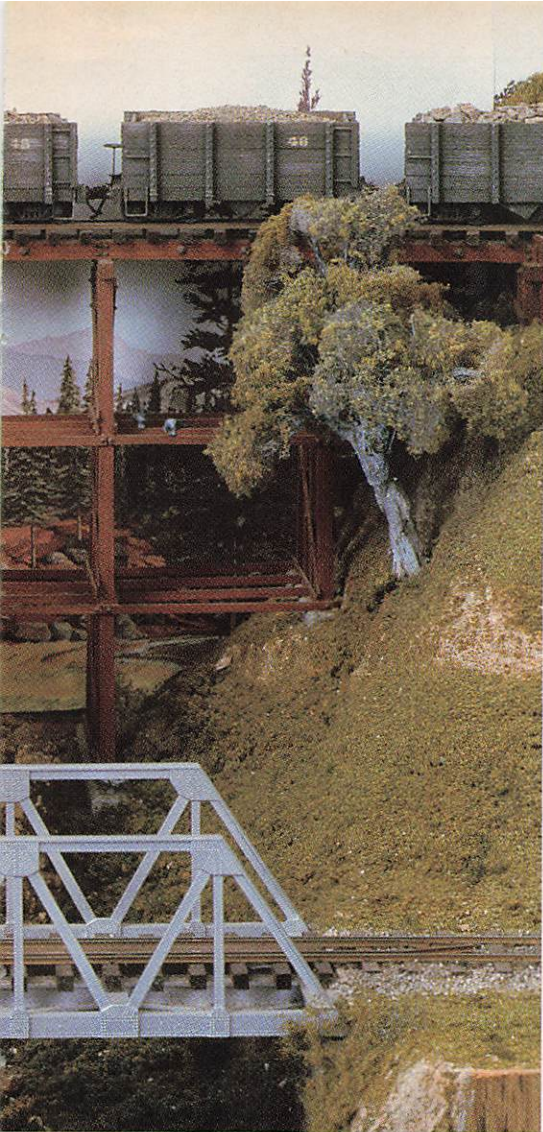
television, so we developed industries on the layout that handled the product."

Bill and his operators have defined what amulite is over the years. "Amulite is a very dense product of unknown quantity and composition," Bill said. "During an operating session a fellow was switching tank cars into the amulite mill and asked why the cars were needed. We decided it was oxidizer for the amulite."

It's all about details

On his earlier layouts, Bill used stock HO track and hid the ties with ballast. While the trains ran fine, Bill wanted the track on the BP&D to look closer to O scale proportions, so he started laying it by hand.

Bill cut the ties from a piece of first-growth redwood on a table saw. He likes to use redwood because it's soft, so spikes go in easily. The only drawback to redwood, according to Bill, is that it doesn't take stain well.



Once the ties were cut, Bill spiked code 70 rail in place. He laid the turnouts using kits from BK Enterprises [available from Tru-Scale Models, 12874 County Rd. 314B, Buena Vista, CO 81211; troutcreekeng.com – Ed.]. Peco also offers On2½ track with narrow gauge tie length and spacing.

Kitbashing and scratchbuilding

Bill enjoys being able to use items from various scales on his On2½ layout. For example, he used modified Atlas HO scale water towers in the yards at Diablo and Bay Point. The Warren truss bridge over Diablo Creek is also from Atlas. The bridge had to be kitbashed to accommodate the larger scale trains.

In instances where Bill needs a building to fit a specific space, he'll scratchbuild the structure. Bill made some of the structures, including the Diablo Creek trestle and all of the tunnel portals, from the same piece of redwood he used for the ties. "I cut the redwood into strips, some as small as a scale 1 x 2, on a 10" table saw," said Bill. "Unfortunately, there's a lot of waste. The saw blade is ⅛" wide, so I'm losing



3. Amulite, a fictitious natural material, is the major commodity shipped on the BP&D. In fact, the railroad is a wholly owned subsidiary of Diablo Amulite Co. Here, BP&D Heisler no. 3 spots empty ore cars at the mill in Diablo.



Kitbashing and scratchbuilding locomotives in On2½

When Bill got into On2½ modeling, only a small number of locomotives were available. This led Bill to begin scratchbuilding and kitbashing to get engines for his layout. The following is a list of components Bill used to make each of the locomotives shown from left to right above.

- **BP&D diesel switcher no. 10:** Athearn HO scale Hustler chassis, NorthWest Short Line power diesel truck unit, scratchbuilt cab, and hood from a Bachmann Plymouth switcher.
- **BP&D 0-6-6-0T no. 5:** Mantua HO scale 2-6-6-2 with lead and trailing trucks removed, V&T Shops cab and oil bunker, Tomalco Sn3 domes, and new drive.
- **BP&D Center-Cab diesel switcher no. 12:** Walther's HO scale SW1 chassis, scratchbuilt cab, and two hoods from Bachmann Plymouth switchers.
- **BP&D Shay no. 4:** U.S. Hobbies 15-ton Shay with modified cab and Precision Scale motor.

"I try to make my locomotives look like O scale models, not converted HO scale models," Bill said. "I fill every crack on my locomotives with lead for added traction. I have to overhaul the mechanisms periodically because of the extra weight on the locomotives and the steep grades on the layout." – G.H.

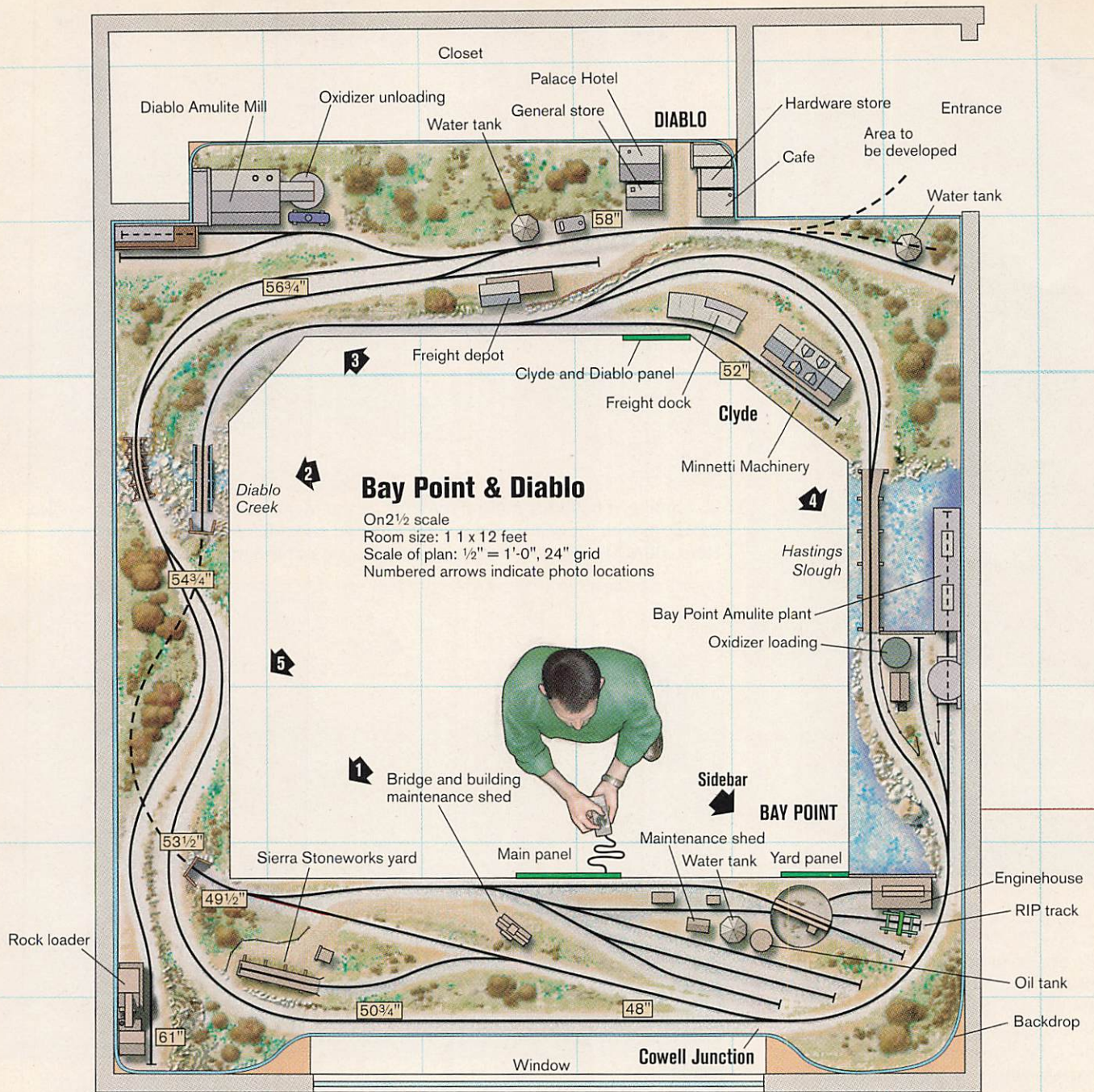


Illustration by Robert Wegner

1/8" to get a 1/2" piece of wood. For projects that require smaller strip stock, I use Kappler scale wood and Evergreen styrene strip."

Scenic elements

Bill made the scenery base for his layout by spreading Structolite plaster over window screen. He added Mountains in Minutes rock castings to give his scenery more texture. To complete the scenes, Bill applied various shades of Woodland Scenics ground foam and installed several of the firm's trees.

The Bay Point & Diablo is populated with figures manufactured by Artista. Bill repaints many of the figures so they don't look like those found on other model railroads.

Narrow gauge operations

An operating session on the BP&D requires three operators – two who serve as engineers and one to be both a dispatcher and brakeman.

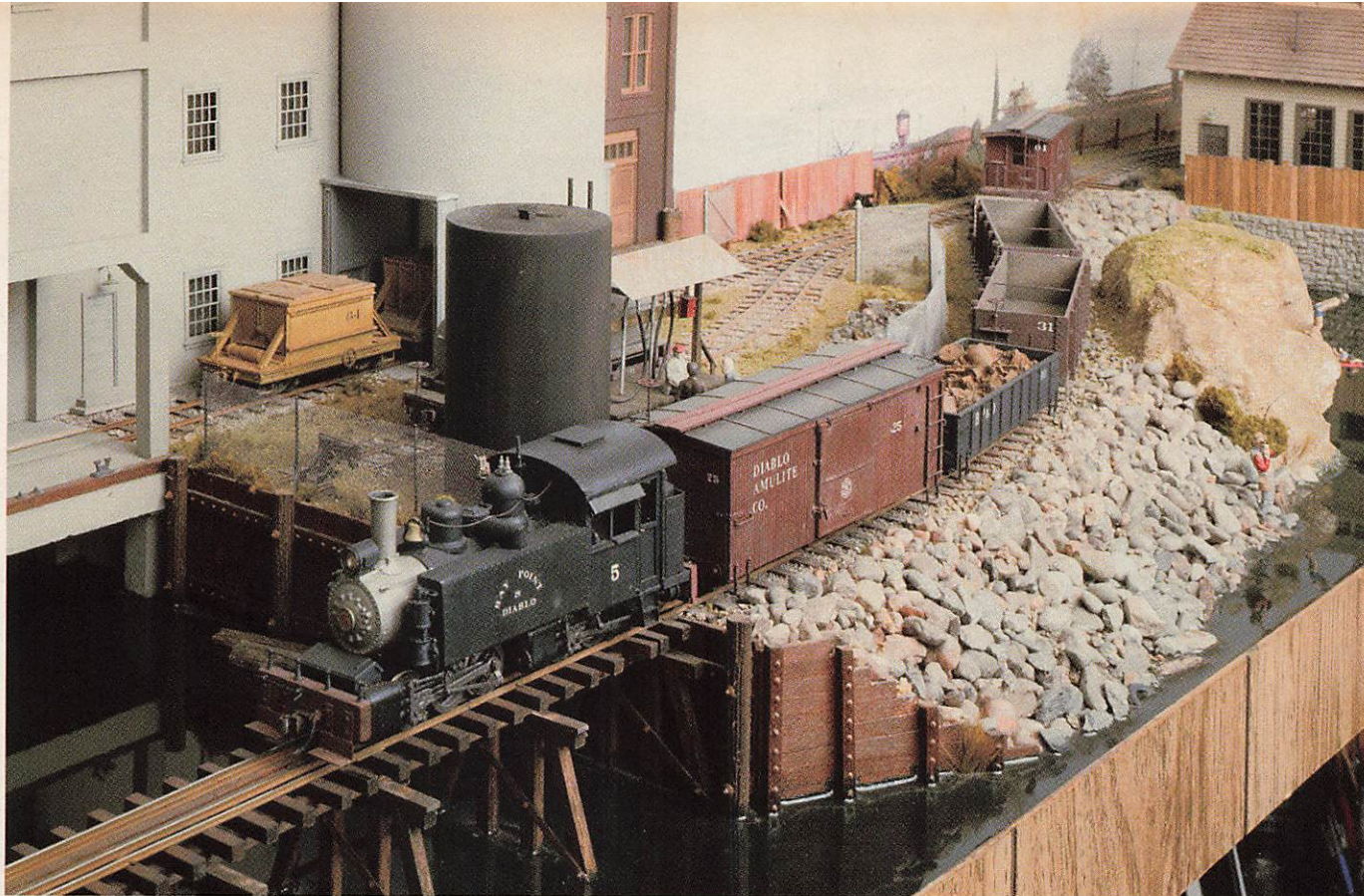
During a session Bill and his crew run two trains. The first is an ore train that runs between the two mills. The second is a mixed train with freight cars and a combination coach.

The engineer of the ore train starts by getting his locomotive and caboose at the Bay Point yard. Then the engineer backs the caboose hop over to the Bay Point Amulite Mill and picks up empty ore cars. The train then makes one complete trip around the layout before stopping at the Diablo Amulite Mill to drop off its empties and pick up loads.



Meet Bill Wilson

Bill Wilson has been interested in prototype and model railroading since childhood. His father worked for the Southern Pacific as a bridge tender. As a youth, Bill had a Marx windup tinsplate train and later began modeling in HO scale.



4. Bay Point & Diablo no. 5, an 0-6-6-0T, leads a mixed train near Hastings Slough. The engineer assigned to the mixed

train is responsible for switching all of the industries on the layout except for the amulite mills.

► Layout at a glance

Name: Bay Point & Diablo RR
Scale: On2½ (1:48 proportion, 2½-foot gauge)
Size: 11 x 12 feet
Prototype: Bay Point & Clayton RR
Locale: San Francisco Bay
Era: Early 20th century
Layout style: around the walls
Length of mainline run: 33½ feet
Layout height: 52" to 61"
Track: handlaid
Turnout minimum: no. 5 (main line), no. 4 (yard)
Minimum radius: 24"
Maximum grade: 5 percent
Scenery: Structolite over screen
Backdrop: Instant Horizons backdrops applied to walls
Control: Cab control

The mixed freight works the other industries on the layout. The engineer of this train is responsible for dropping off less-than-carload lot traffic at the Clyde freight station and spotting hoppers at the rock loader. Bill says operating sessions, which take roughly two hours, can really test the skills of the operators. "With two trains sharing a single-track main line, things can become hectic," Bill said. "If the trains are



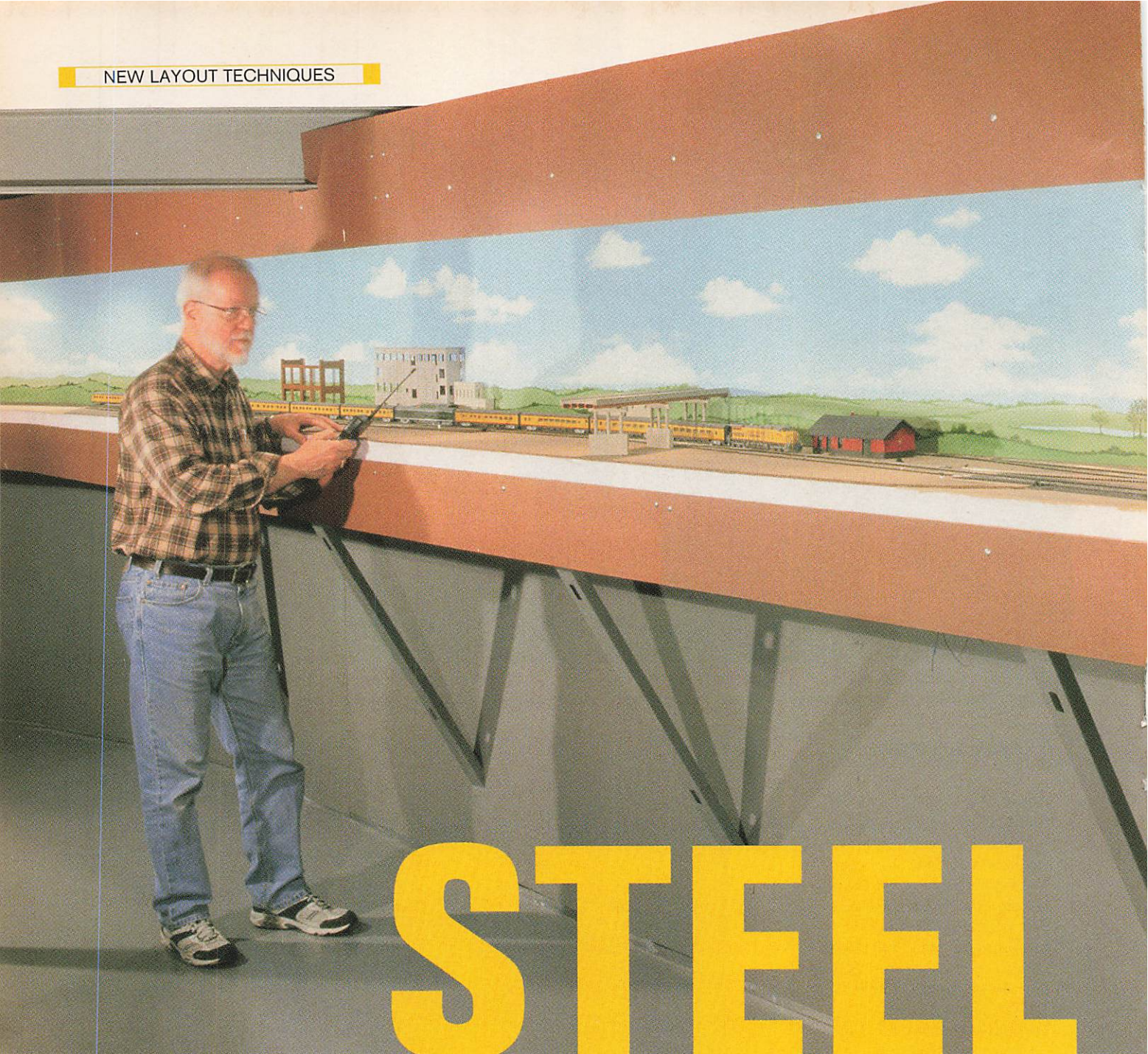
5. Bill used an assortment of commercial products, including Woodland Scenics ground foam and Instant Horizons backdrops, to scenic his layout. All of the scenery products are visible in this photo of a BP&D freight near Diablo Creek.

short enough, a meet can be set up at Clyde. Some operators like to do saw-by meets here."

Future goals

Bill is working on several small projects to enhance his layout, including adding interior lighting to the structures. He is also in the process of equipping all of his locomotives with constant lighting.

Down the road Bill would eventually like to expand the BP&D by adding more industries, lengthening the main line, and increasing siding capacity. Since his model railroad is freelanced, Bill knows he has some leeway in how he makes these additions. "One of the best aspects of this layout is that it doesn't lock me into modeling anything specific," he said. "But I still want the layout to run and look like a real railroad." **MR**



STEEL BENCHWORK

Building a layout with steel studs in place of traditional wood framing

By Bill Boyd with Art Jones

Photos by David Popp

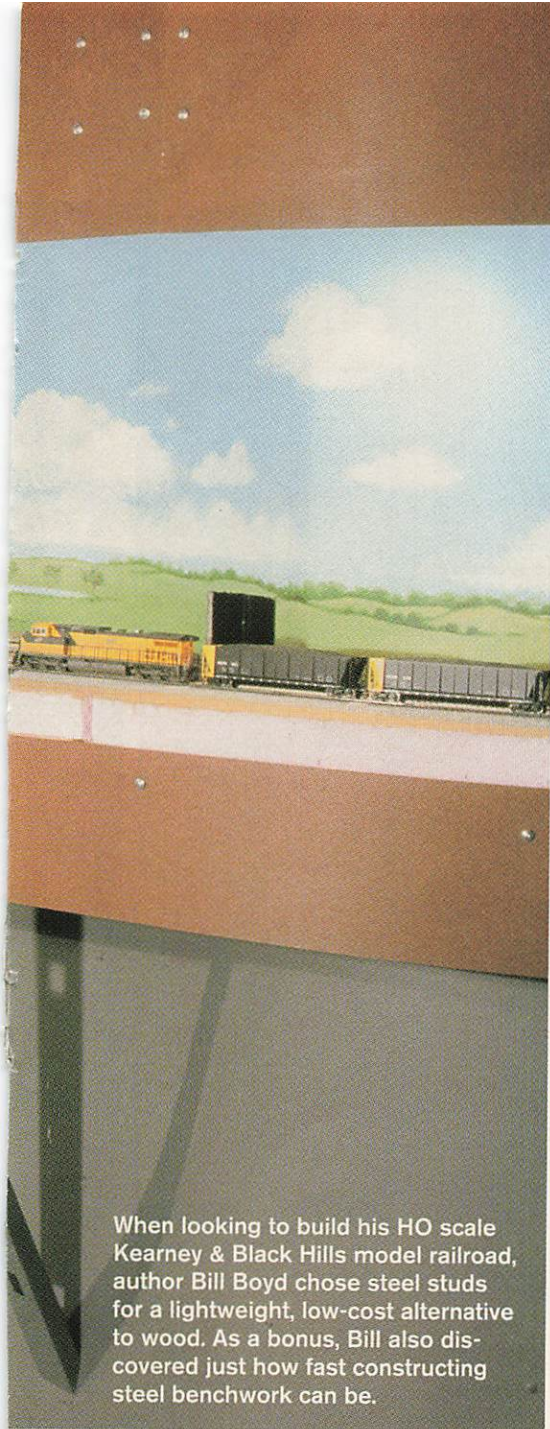
The surprising thing to me is the fact that I hadn't even considered using steel studs for benchwork until it was time to start construction of my HO scale Kearney & Black Hills RR. After seeing how easy the material was to work with, I wouldn't build a railroad any other way.

There are many advantages to building a layout using steel studs. Steel is lighter and less expensive than wood, easy to cut with simple hand tools, and

assembles quickly using self-tapping screws and a variable-speed drill. And when properly assembled, steel studs make a solid structure that won't warp.

An argument for steel

For many years my career as a teacher and my on-the-side touring business left little time for model railroading. However, after retiring from both jobs, I found the time to build a layout – my first. Not having much con-



When looking to build his HO scale Kearney & Black Hills model railroad, author Bill Boyd chose steel studs for a lightweight, low-cost alternative to wood. As a bonus, Bill also discovered just how fast constructing steel benchwork can be.

struction experience, I enlisted the aid of my friend Art Jones who'd built a number of layouts for other people.

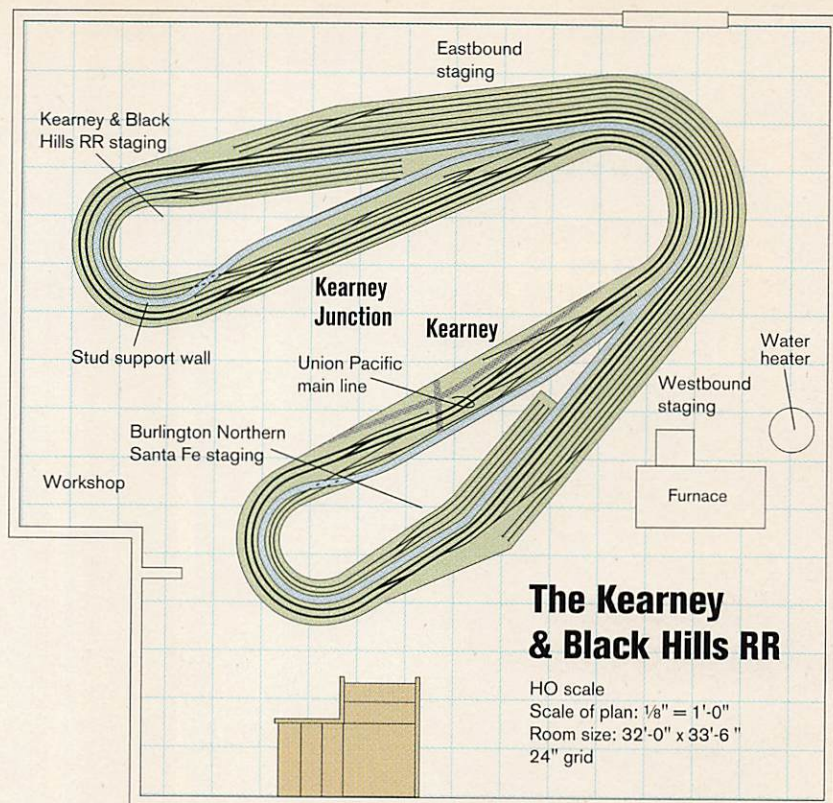
My layout is essentially built on both sides of a free-standing dividing wall. After Art reviewed my plans for the center-of-the-room, stand-alone layout shown in the track plan above, he suggested that we frame it with steel studs. With steel, the cost of construction materials was about half of what the project would have required using comparable lumber.

Perhaps the most important factor, however, was speed. Art said the speed with which we could build the steel benchwork would enable me to get trains up and running quickly – a high

priority at this point in my life. True to his word, benchwork construction was finished after a month of weekends, and we were operating trains on the layout less than a year from when we'd started.

Working with steel

I've broken down the construction technique Art and I used on my K&BH RR into seven steps. An overview of the complete seven-step process is shown in the illustration on page 66.



The Kearney & Black Hills RR

HO scale
Scale of plan: 1/8" = 1'-0"
Room size: 32'-0" x 33'-6"
24" grid

Illustrations by Jay Smith

The terminology of STEEL

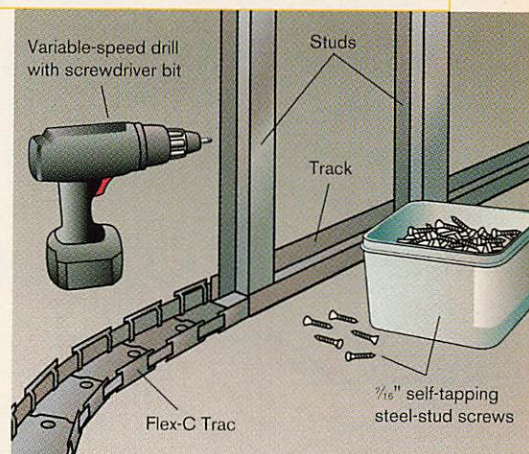
Steel studs and related products can be found at most lumberyards and home and building centers. The following are a few terms you should know when buying steel construction products.

Flex-C Trac – a hinged framing product that can be locked into a curved shape prior to holding vertical studs (steel or wood) in place.

Track – used as the base and top of a frame to hold studs vertical. Tracks are slightly wider than studs so that the studs can fit into them.

Stud – the basic unit for supporting walls or other surfaces. Most come with punched holes for wiring runs.

Self-tapping screws – these 7/16" sheet-metal screws have a drill-style point. They require no pilot hole and can be driven into the metal using a variable-speed drill fitted with a screwdriver bit. Steel-stud drywall screws are also available. – B.B.



Before we even moved the steel into the house, Art and I carefully marked the layout's position on the basement floor following my scale drawing. (See illustration **step 1**.) This included marking the center points for all the main curve radii and reference points for accurately building the curves' surrounding framework. We then established a level benchmark on one of the support posts in the basement (a basement wall

Continued on page 68

7 STEPS TO STEEL BENCHWORK

- 1 Mark plans on the floor
- 2 Build support wall
- 3 Add ceiling joists
- 4 Build benchwork shelf
- 5 Construct backdrop
- 6 Install ceiling and lighting
- 7 Add fascia and valance

Benchwork leveling mark on basement wall

Step 2 - Build support wall

Step 1 - Mark the plan on the floor

Pencil marks help position benchwork

Flex-C Trac

Screw track to floor

Studs are 16" on center

Stud

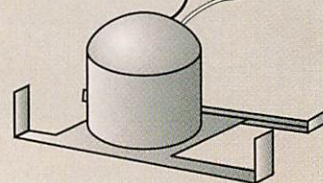
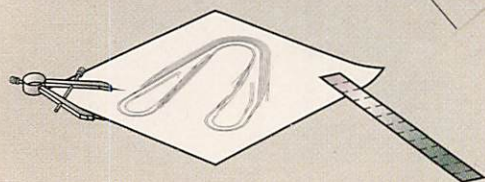
Cutoffs used to support fascia on curved sections

Step 3 - Add ceiling joists

Step 4 - Build benchwork shelf

Step 5 - backdrop

1/2" dry



THE ADVANTAGES OF STEEL OVER WOOD

Knowing nothing about working with steel studs, my initial question to Art was, "Why steel?" He was ready for me with a healthy list of advantages.

WEIGHT Who wants to carry several hundred pounds of lumber through the house and down a narrow basement stairwell? A 10-foot steel stud weighs less than half of what a 10-foot wood 2 x 4 weighs. Because of this, the steel is easier to work with and maneuver during construction.

STABILITY Basements being what they are, humidity changes don't affect steel studs. The steel could eventually rust, but if you have that much moisture, chances are good that you have bigger problems to deal with than the layout.

PRODUCT RELIABILITY Steel studs are always straight when you get them, which isn't the case with wood, especially if the wood is delivered from your local lumberyard sight unseen.

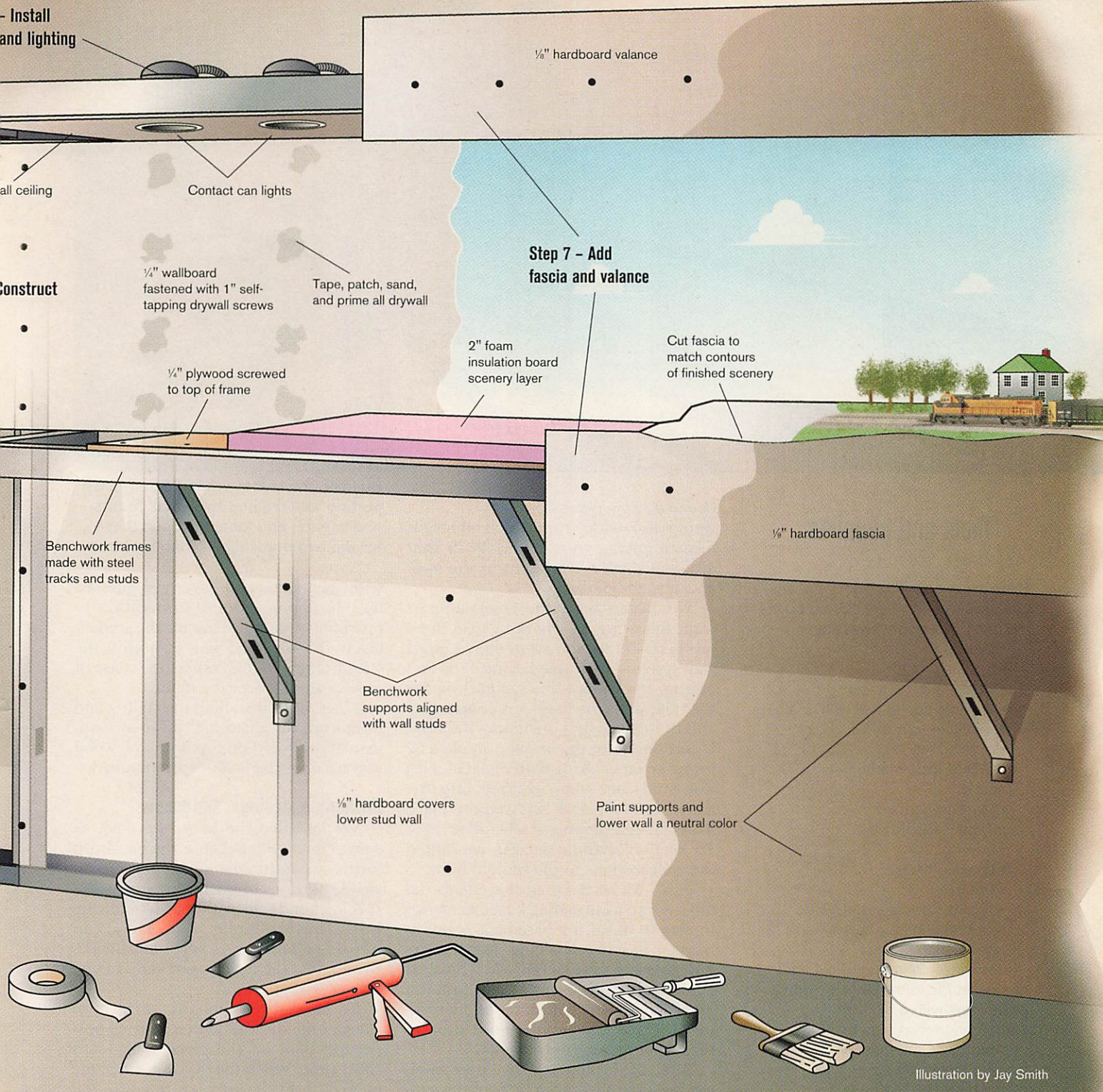


Illustration by Jay Smith

COST At the time we built the layout, the cost of a 10-foot, 25-gauge steel stud was approximately \$1.80. This proved to be an enormous advantage, as lumber prices were quite high in 2003 and 2004 due to domestic and foreign lumber demands.

EFFICIENCY We were able to use almost all the cutoffs for braces, angles, and joints and supports for the valance and fascia. There were very few scraps to throw away once construction was complete.

WIRING The studs come pre-punched for wiring runs, eliminating the need for any drilling. You can purchase and install snap-in grommets for these openings if you're concerned about the steel edges damaging wire insulation.

ASSEMBLY No question about it, using self-tapping screws and a variable-speed drill, steel will win a construction race. The 25-gauge steel studs we used aren't made for load-bearing walls but are more

than adequate for supporting model railroads. The thin steel is easy to cut with tin snips, speeding up fabrication. We also found that in many cases, we didn't need to make precise cuts; the steel-stud construction technique allowed us a tolerance of as much as $\frac{1}{2}$ " when building the main support wall.

Though no single item from the above list makes steel any better than wood, cumulatively they make the case for choosing steel benchwork very clear. — B.B.



Tools and supplies

Here are most of the tools and supplies you'll need to get started building benchwork from steel studs.

- Gloves
- Square
- Heavy-duty tin snips
- Variable-speed drill with adjustable torque
- Screwdriver bits
- Self-tapping sheet-metal screws
- Marking pen
- Tape measure
- Level
- Locking pliers
- Clamps
- Jigsaw (for cutting plywood roadbed and hardboard fascia and valance panels)

Also, if you're going to cut a lot of steel studs to the same length, a power saw with a metal-cutting carbide disk is helpful.

And, be aware that not all self-tapping steel-stud screws are created equal. The first ones we purchased at the local home center weren't sharp enough. We bought better ones at a contractor's building supply house. They were made by Itochu Building Products (IBP), 660 White Plains Rd 5th Floor, Tarrytown, NY 10591. — B.B.

More on our Web site

To see more photos of Bill's layout, follow the link to his Kearney & Black Hills RR Web site at www.modelrailroader.com

Continued from page 65

would also work) from which all height measurements were made. With that accomplished, we brought in the steel and started building.

We began with the steel support wall, following the markings we drew on the floor. As shown in **step 2**, steel wall systems are framed using a top and bottom track piece that's slightly wider than the studs themselves. These are cut and fit in place first, including the Flex-C sections. [See the sidebar on page 69 for more on working with Flex-C. — Ed.] The studs are then inserted into the track, leveled, and screwed in place using $\frac{3}{8}$ " self-tapping steel-stud screws. To keep everything secure, we bolted the wall sections to the cement floor.

Next, we screwed steel studs to the top track to form ceiling joists, as shown in **step 3**. Since my basement is unfinished, I included a ceiling over the layout, giving the model railroad a finished appearance without having to install a drywall or drop ceiling in the entire basement. These ceiling joists also support the layout lighting and valance.

After the ceiling joists were in place, we sheathed the lower parts of the support wall with $\frac{1}{8}$ " hardboard. We then added the framework for the layout benchwork, as shown in **step 4**. Essentially, the layout is built on top of a long continuous shelf, framed with steel studs and tracks. Because the layout runs down both sides of the center wall, we were able to cantilever most sections, using the longer cutoffs for supports.

We covered the top of the benchwork with a layer of $\frac{1}{4}$ " plywood, attaching it to the steel with no. 8 x 1" steel-stud drywall screws. Similar to regular drywall screws, these are made for use

Building the layout around a self-supporting wall created two small rooms, one in each end lobe. Bill used these for the two branchlines' staging yards.

with steel studs and have (you guessed it) self-tapping points. In addition to providing a support base for the scenery layer, the plywood helps solidify the steel framework and quiets the noise of trains running over the foam.

Later, after installing the ceiling and backdrop, we glued a 2" layer of foam insulation board on top of the plywood as a base for the layout's subroadbed.

Backdrops, ceilings, and fascia

We installed the backdrop next, as shown in **step 5**. Because the backdrop forms a continuous surface along all visible portions of the layout, Art used a special bendable wallboard made by USG. This material is $\frac{1}{4}$ " thick and can be formed into curves when moistened, eliminating the need to cut kerfs in one side as with plywood.

To bend the wallboard, spray both sides of the drywall with a misting bottle and then let the piece soak for a short time. When the drywall is flexible enough to fit the curve, screw it to the studs using 1" steel-stud drywall screws. (Though it worked very well in most locations, bendable drywall does have limits as to how tight a radius it can form, and we did break a piece.)

To save some money, we used the bendable wallboard only on the sections of the layout that needed it. We used ordinary $\frac{1}{2}$ " drywall on all straight portions of the backdrop.

Once the backdrop was in place, Art and I added the ceiling. See **step 6**. The layout ceiling is made from $\frac{1}{2}$ " wallboard, screwed to the overhead joists

Working with **FLEX-C TRAC**

As shown in the right-hand photo, Flex-C Trac (www.flexc.com) is a special steel-stud track used for framing curved wall sections. It's made up of two steel strips and a series of movable small track sections. Once the Flex-C Trac is formed into a desired shape, you lock the position by installing $\frac{3}{16}$ " steel stud screws at each joint.

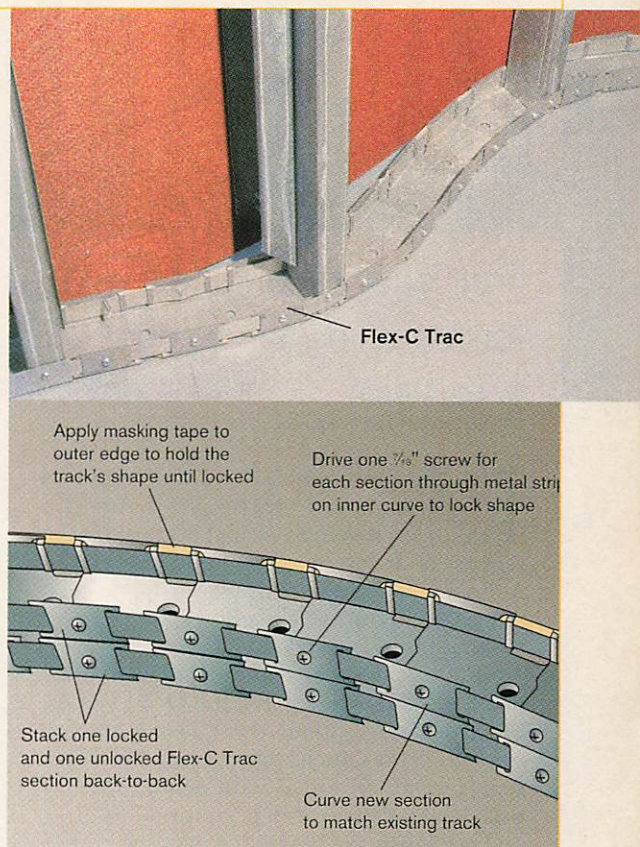
Though Flex-C is considerably more expensive than the studs themselves (\$2.71 a foot vs. \$0.18 a foot), it makes up that cost difference in ease and accuracy. An additional benefit of using Flex-C, unlike cutting curved construction members from a sheet of $\frac{3}{4}$ " plywood, is that there's no waste. Using the following steps, Art and I built matching upper and lower Flex-C Trac curves for the K&BH's three curved wall sections.

First, form the Flex-C to fit the curve in the benchwork, and then clamp the ends to hold the shape securely. Next, apply masking tape along the side of the outer curve to keep things from moving while installing the locking screws on the inside curve. The $\frac{3}{16}$ " screws hold the Flex-C in place by cutting through the steel strip in the inside of the track. You need to install screws only on one side for the track to retain its shape. Wait until you've made the matching curve before attaching the track to the floor.

Next, turn over the first curved section so that the flat base is face up, then lay a second strip of Flex-C on top, as shown in the illustration above. Shape the new piece to match the curve of the first, then install the screws to lock its shape.

Finally, set the bottom curve in place and fasten it to the floor (and the upper track to the ceiling if building a traditional wall). Next cut and place the studs one at a time, fastening them to the top and bottom using self-tapping screws.

Due to the free-standing design of my layout, we installed three studs in the bottom track first (one at each end and one approximately in the middle), then added the upper curve to create a stable starting point. It helps to have one or more people hold things for you until the top track can be screwed in place. — B.B.



Flex-C Trac is a flexible steel-stud construction component that allows you to build curved walls or layout sections.

The benchwork frames are made from steel studs and tracks, topped with $\frac{1}{4}$ " plywood, and screwed to a free-standing wall.

with steel-stud wallboard screws. We chose $\frac{1}{2}$ " wallboard over the $\frac{1}{4}$ " material we used on the backdrop because the extra thickness provided the support necessary to hold up the 22 contact can lights that illuminate the scenicked portions of layout.

Contact can lights have a special double-wall design so they maintain a cool surface where they touch surrounding materials. The lights are fitted through holes cut into the drywall.

When we had finished all the drywall work, we taped the joints, filled the screw holes, and primed everything to produce a smooth, finished surface ready for painting.

We made the fascia and valance from $\frac{1}{8}$ " tempered hardboard, as shown in **step 7**. We attached the hardboard to the straight portions of the benchwork by screwing it to the tracks that capped the ends of the studs with 1" modified truss screws. (These are another type of self-tapping screw, but with a wide head, giving them a more-finished appearance.) For the curved fascia and valance sections, Art and I mounted scrap pieces of steel stud to the ends of the ceiling joists and benchwork shelf, then screwed the hardboard in place.

As shown in the photo on page 64, the fascia is currently set below the base foam layer. We'll raise it later, once we've formed the scenery's topography.

A good track record

Working with the steel proved to be everything Art had said it would be — fast, lightweight, strong, affordable, and

the list goes on. The layout has been up for 18 months without any perceptible expansion or contraction from changes in seasons and basement climate.

Having been through the entire process, I can wholeheartedly recommend the use of steel. When you design your next layout, whether it's a free-standing or around-the-walls plan, consider using steel for your benchwork — after all, the real railroads use it for their trains! **MR**

Bill Boyd is a retired educator and tour company owner. He grew up in the town of Kearney, Neb., and models a modern version of the Kearney & Black Hills RR, a local short line that was purchased by the Union Pacific in the late 1800s. Though active in the hobby a long time, this is Bill's first layout.

Art Jones is a maintenance engineer specializing in remodeling apartment complexes. He models the Baltimore & Ohio in the transition era.

Towering timber

Four easy techniques for modeling tall trees

By Lou Ullian

Photos by Paul J. Dolkos

The lush, tree-covered terrain found in numerous regions across North America has been a source of inspiration for the scenery added to countless model railroads. Although modelers are drawn to create such scenes, many find their efforts fall short of looking like a forest. Why?

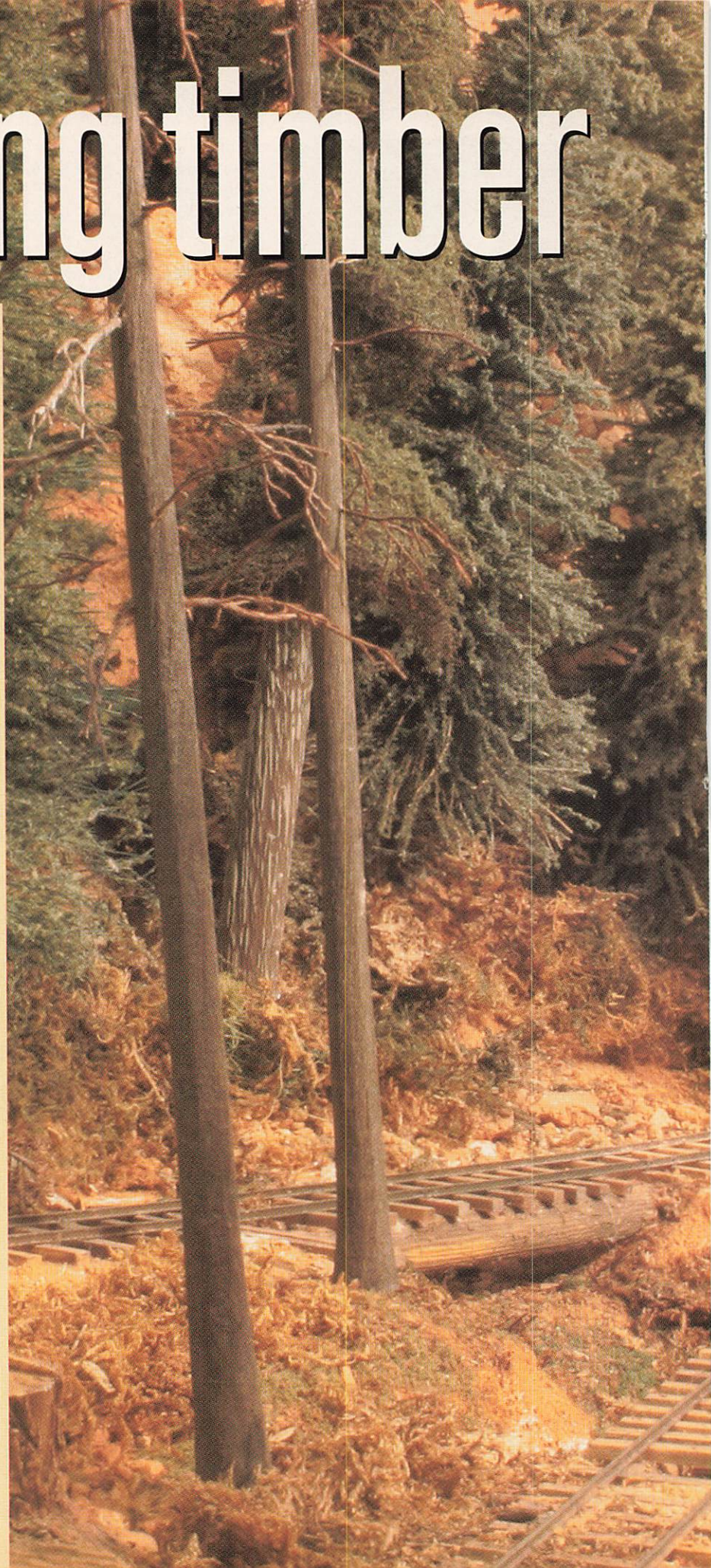
One of the most common reasons they don't see the forest is for the *lack* of trees. Most modelers simply don't install enough trees to represent heavily wooded regions. Real forests are filled with a multitude of trees and vegetation that continue to grow and replenish the landscape over the course of many years. Like most model railroaders, I'm not quite willing to spend as much time and effort to create an entire forest as Mother Nature spends.

Although my reluctance makes sense, it presented me with a bit of a challenge – I model a narrow gauge, logging railroad operation in the Pacific Northwest. One option would have been to model a completely logged out area with nothing but stumps. However, my On3 railroad is set in the Cascade Mountains of Oregon during the 1920s, prior to any major deforestation efforts. This meant I'd have to make a lot of large trees. "Large" is no exaggeration. Even a mid-sized 100-foot-tall and 4-foot-wide tree ends up being more than 24" tall with a 1" trunk diameter in O scale!

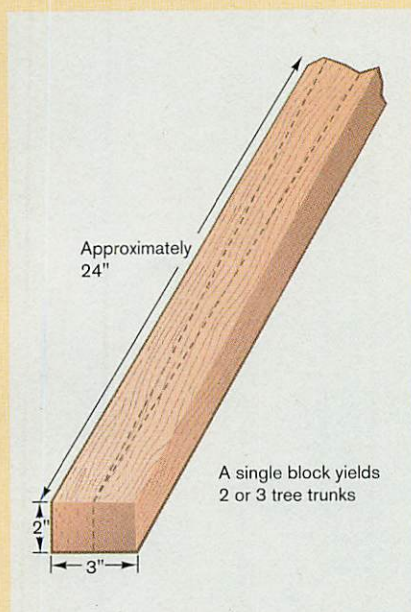
In the instructions that follow, you'll see the variety of methods I used to assemble a realistic forest of mature trees. The examples depicted are shown in O scale, but the techniques can be adapted to create trees for smaller scales too. **MR**

Can't see the forest for the trees? One look at this scene on Lou Ullian's On3 logging railroad and you'll see the natural-looking results of several tree-making techniques.

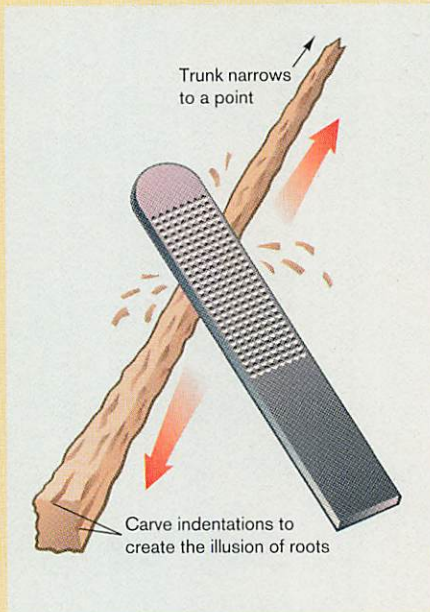
Louis Ullian's On3 Coon Creek Lumber Co. logging railroad previously appeared in the pages of Great Model Railroads 1991 and most recently in the March 2003 issue of Model Railroader magazine.



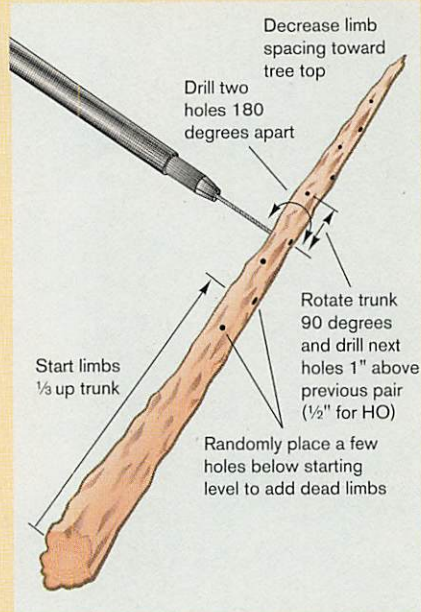




1 Form trunk. Starting with a 2" x 3" block of balsa about 24" long (for O), use a sharp knife to carefully trim away a long, narrow piece to form into a tree trunk. A single block of balsa should yield two or three tree trunks.



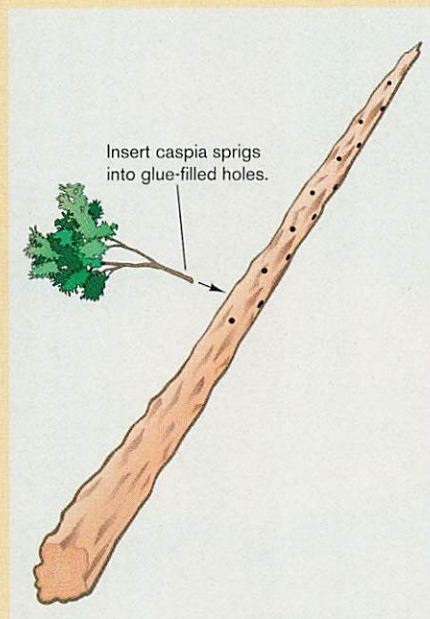
2 Add texture. Once you're satisfied with the general shape, use a wood rasp to give the trunk texture that simulates rough, peeling bark. Also, carve a few indentations into the base of the trunk to create the illusion of roots.



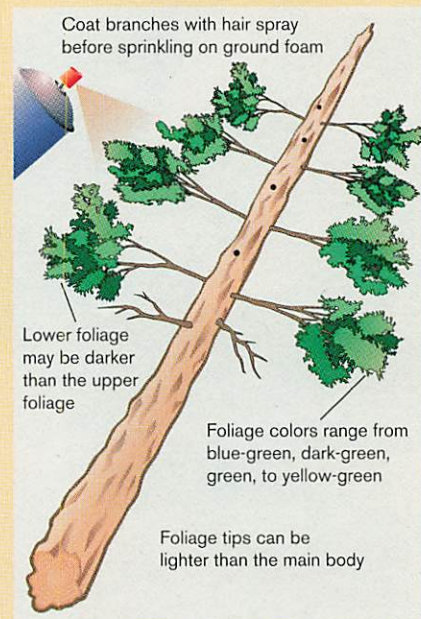
3 Drill holes. Use a pin vise to drill holes for the first two limbs about one third of the way up the tree and 180 degrees apart. Add more pairs of holes by rotating the trunk 90 degrees and moving up the tree 1" each time.



4 Color the trunk. Tree trunk colors vary from brown to gray. Commercial stains are available, or use a few drops of black and brown leather dye mixed into rubbing alcohol. Brush the stain on the trunk and allow the wood to dry.



5 Add tree limbs. Use sprigs of caspia to represent tree limbs. Caspia is a dried flower you can often purchase at arts and crafts stores. Place a dab of carpenter's wood glue into each hole before inserting the caspia branch.



6 Spray and sprinkle. When the tree limbs are securely fixed, cover the branches with an inexpensive hair spray (unscented) or spray adhesive before sprinkling on various shades of Woodland Scenic ground foam.

Towering timber technique 2

Furnace filter foliage



1 Form a balsa trunk. This tree-making method starts by carving the same style of tree trunk previously explained in technique no. 1. For this technique, however, you won't need to drill holes to attach limbs.



2 Furnace-filter foliage. When pulled into tufts, furnace filter material can be used to form trees branches. Skewer the thin tufts onto the trunk, using slightly smaller, more closely spaced pieces at the top. White glue holds them in place.



3 Add ground foam for color and texture. Once the filter branches are fixed to the trunk, apply hair spray or spray adhesive over them and sprinkle on various shades of green ground foam to finish the tree.

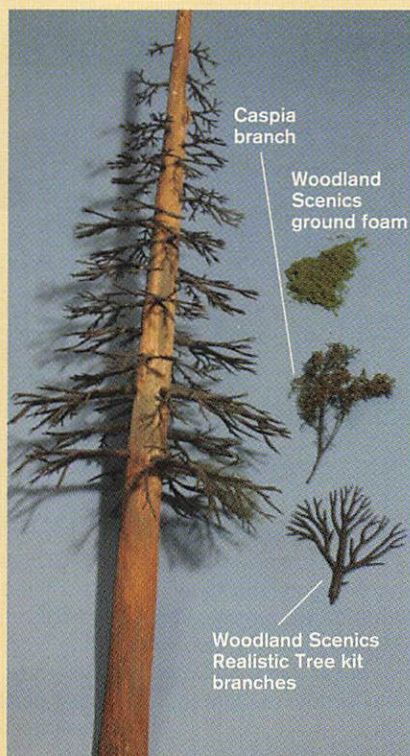
Towering timber technique 3

Plastic Branches

Branches from kits. For extremely tall trees, 3 feet high (or taller), start with trunks and add plastic branches from Woodland Scenics Realistic Tree kits, either TK1101 or TK1102. Use a pair of pliers to bend the flat, plastic limbs into natural shapes, and then glue them onto the trunk.

I used small pieces of furnace filter to finish off the tops of these tall trees, then covered all the limbs and branches with the same Woodland Scenics clump foliage and ground foam I used on the other trees.

For trees this large, drive a nail with its head cut off halfway into the base of the tree trunk. The nail will improve its stability when you plant the tree in the scenery using hot glue.



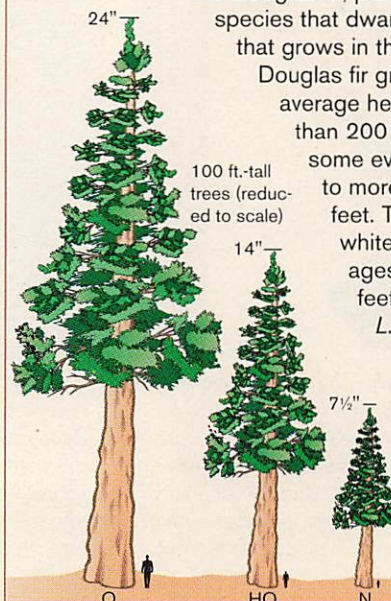
SIZING tall trees

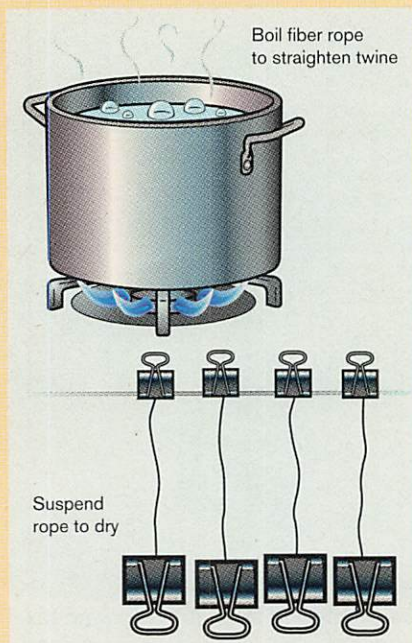
One of the easiest things you can do to make a realistic forest is study the types of trees you want to populate your woodlands.

In books or through personal observation, I've found that the monarchs of western U.S. forests are the two varieties of redwoods and the Douglas fir, plus other

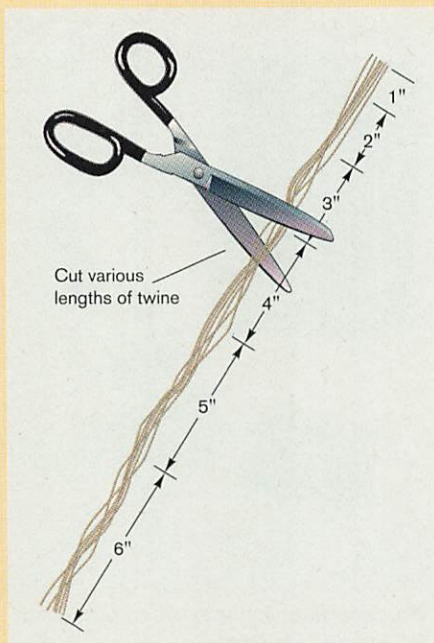
species that dwarf anything that grows in the East. The

Douglas fir grows to an average height of more than 200 feet, with some even climbing to more than 300 feet. The eastern white pine averages only 100 feet in height. — L.U.

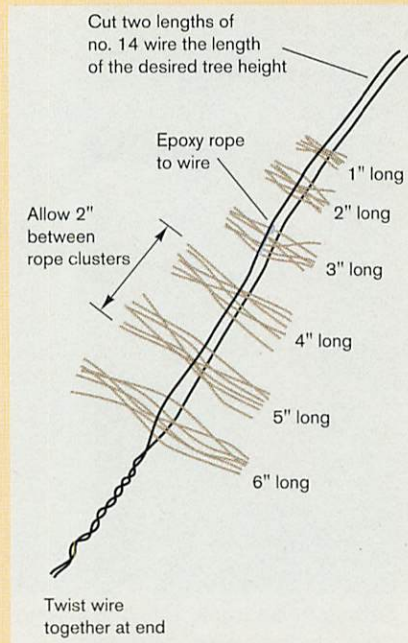




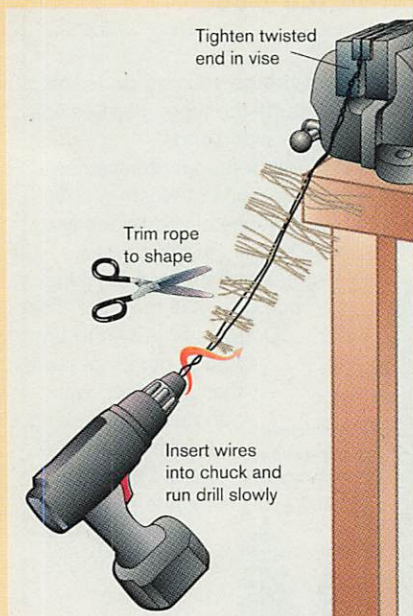
1 Into hot water. First, put a 12" length of hemp or fiber rope into boiling water. Remove the rope when it begins to straighten, and then hang it up to dry. Add weight to the end of the rope to keep it from recoiling.



2 Trimming the line. When the rope is dry, cut pieces of various lengths. For O scale, start with a 6" length and then cut each subsequent piece shorter by 1". For HO, start with 3" lengths. Use a fine-tooth comb to separate the rope pieces.



3 Add wire. Cut two lengths of no. 14 wire and twist them together at one end. Find the longest pieces of rope and place them between the two wires. Add shorter pieces as you work to the top. Epoxy the rope to the wire.



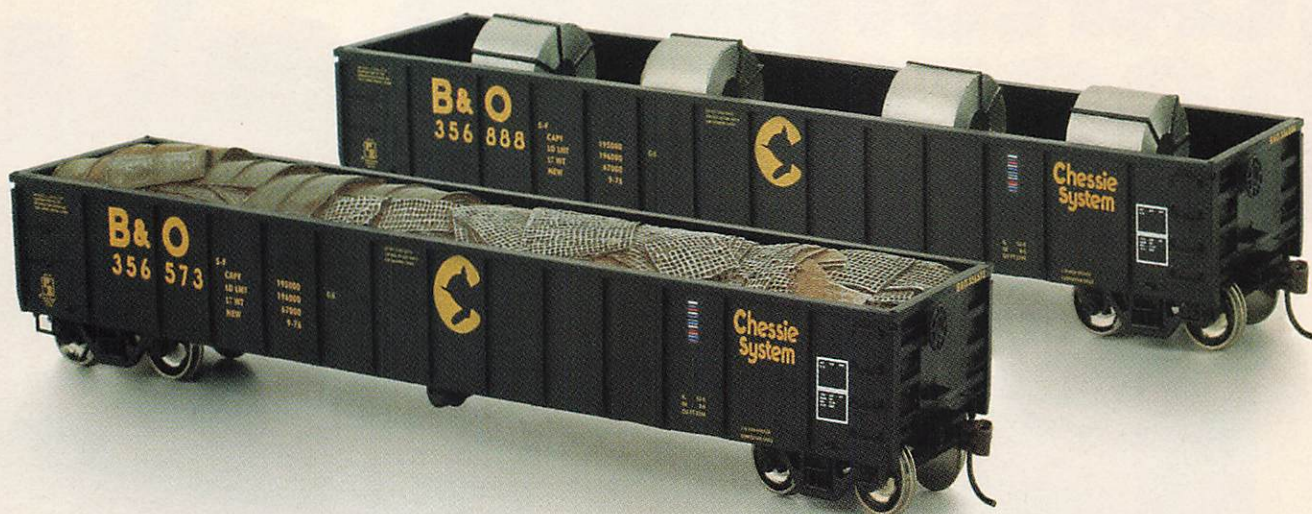
4 Twist the tree. When the epoxy sets, trim the rope pieces to the shape of the tree. Now place the twisted end of the wires into a vise and the other end into an electric drill. Run the drill slowly to twist the two wires together, which will cause the rope pieces to fan out.



5 Add foliage. This photo shows the results of twisting the wires and rope. Spray paint the tree brown or gray. While the paint is still wet, sprinkle the tree with shades of green ground foam. You can use the wire at the bottom to plant the tree on the layout.



6 Growing taller trees. Wire trees can be made taller by combining them with a balsa trunk. Drill a hole in the top of the wooden trunk and then insert the wire tree base. Use hot glue to fix the two parts together, then finish the tree using one of the first three techniques.



92803 and 92804 B&O-Chessie

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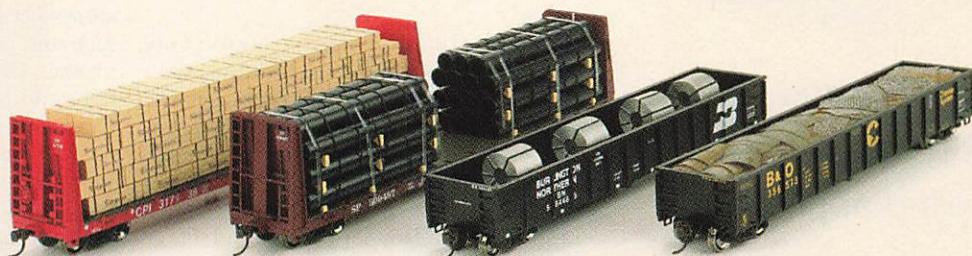
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Pictured (L to R): 92716 CP #2; 92706 SP #2; 92801 BN #1; 92804 B&O-Chessie #2.

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windows

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Gatorfoam and Gatorplast have untapped modeling applications

By Dave Myers • Photos by the author

Have you ever spent hours and hours meticulously building that prized craftsman kit or expensive laser-cut structure only to discover one week later that its base has twisted and warped into a pretzel? Throughout my career as a sign and display artist (and model railroader), I've found a few foam boards that haven't performed well. But I've also found a couple that work quite well.

Gatorplast

This foam board, a product of Alcan Composites USA, has an extruded polystyrene core with a durable polystyrene face and can be cut with a hobby knife or saw. Gatorplast comes with a white core and top coating or black core and top coating. The boards range in thickness from $\frac{3}{8}$ " to $\frac{1}{2}$ " and come in 4 x 8-foot sections that are easy to cut down into smaller pieces. The surfaces are polystyrene and should accept standard water-based modeling paints; if you use solvent-based materials, be sure to prime the surfaces first.

The other **FOAM**

Foam board can be divided into two categories: boards with no finished surface and those with a rigid top coating. The first group, which most modelers use, includes the blue and pink insulation board available at lumber and home improvement stores. Many modelers use this material for scenery. It's a great choice for hills and mountains. There's a related material that also has hobby applications – foam board with a finished top surface. This material works especially well for building structures, streets, and roads.

Fome-Cor, made by Alcan Composites USA, comes in a variety of sizes, thicknesses, and colors, and some types come with a self-adhesive backing. This board has a polystyrene core and a clay-coated paper surface. It's easy to cut with a hobby knife.

However, while Fome-Cor is the most popular choice for art and school projects, it's not the best for model railroading. The board is susceptible to dampness and warps quite easily. Alcan makes two other products I prefer to use instead: Gatorplast and Gatorfoam. – D.M.



There are many foam boards, but Dave Myers prefers Gator boards – the brown, white and black layers on top here.

Gatorplast is great for any kind of modeling, especially model bases. I also like to use Gatorplast to make walls and roofs in larger scales.

Gatorfoam

Gatorfoam is my favorite (I used it to create the model and backdrop shown here). It has a ½" wood-fiber veneer called Luxcell that's laminated to the polystyrene core with an exterior waterproof adhesive. Gatorfoam takes all types of paints and adhesives.

I find Gatorfoam the perfect modeling material and use it for model bases, streets or sidewalks, and backdrops. The board is also excellent for building strong, lightweight modules using latex adhesive caulk and drywall screws.

Gatorfoam also holds up against the elements and can be used in exterior structures for your garden railroad. Covering the styrene core is an effective way to protect it from UV rays. I've soaked smaller pieces in water for more than 48 hours with no delamination or warping.

Gatorfoam comes with a white core and white top coating, black core and black top, and white core with a natural, light brown top. The boards range in thickness from ¾" to 1½" and come in 4 x 8-foot sheets.

Get building

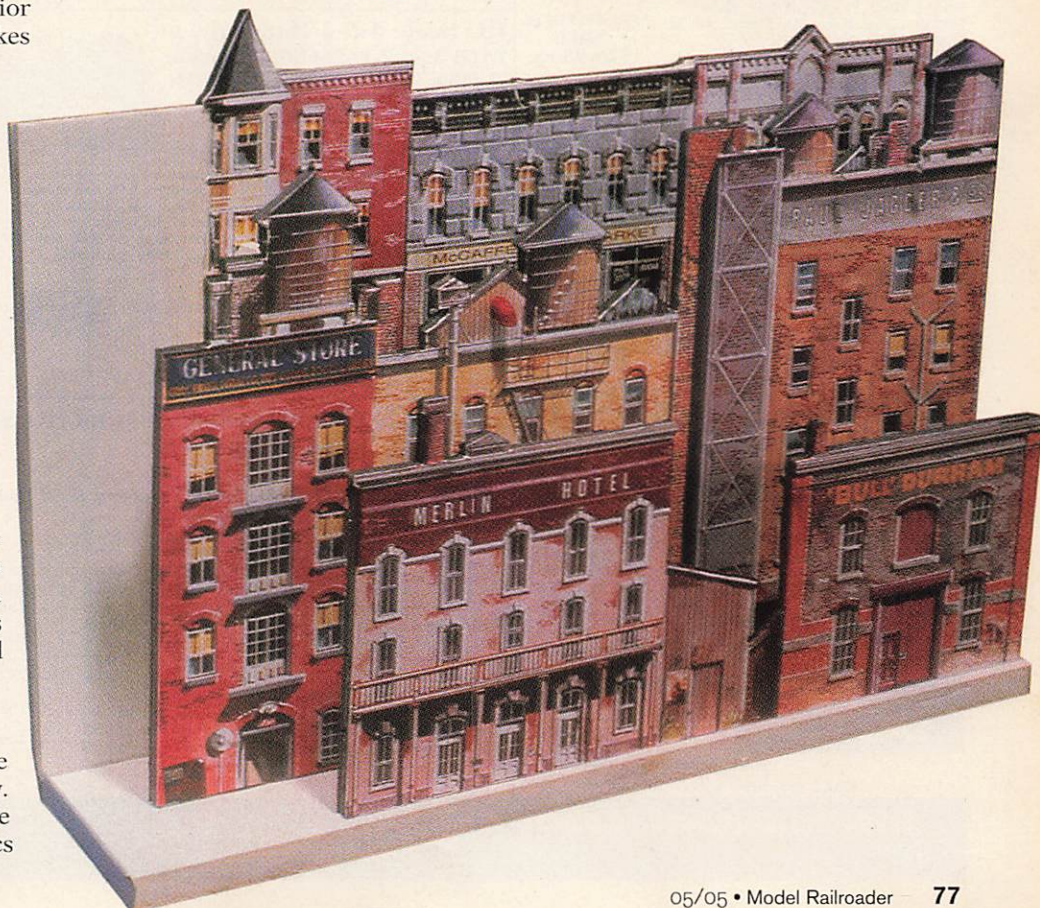
If you've never used any of these boards, get a sheet and give it a try. Some art supply stores carry these foam boards, but lumber and plastics

suppliers will be your best bet. For more information about these products, call 1-800-626-3365 or visit Alcan's Web site at www.alcancompositesusa.com.

The ways you can put these foam boards to work will be limited only by your imagination. So the next time you start to build that prize-winning structure, remember – every model building deserves a great foundation. **MR**

Dave Myers learned about foam boards as a commercial sign and display artist. He's now retired in Waterbury Center, Vt., and this is his first byline in Model Railroader.

The multipurpose Gatorfoam can support building flats. Dave glued printed buildings to Gatorfoam, adding relief to these background structures.

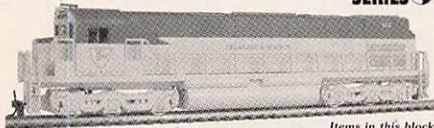


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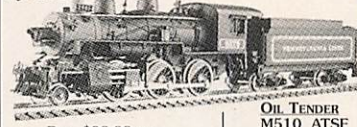


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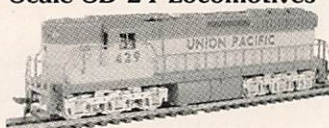
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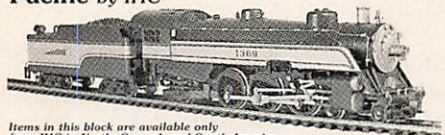
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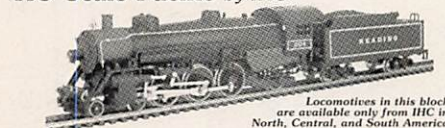
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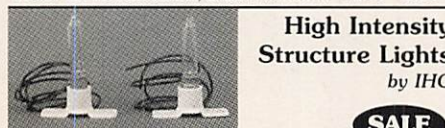
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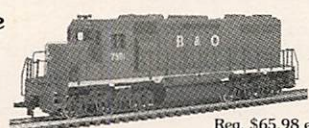
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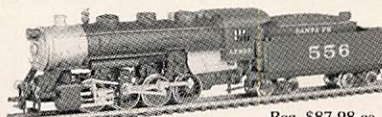
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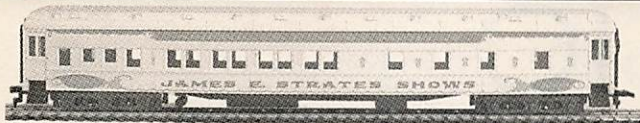
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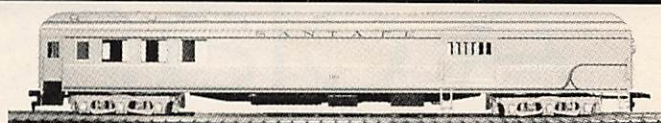
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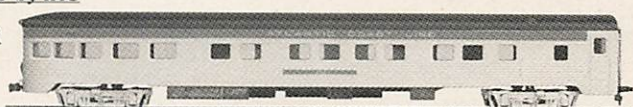
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Penn Central
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PRR, Congress/Senator

PRR, Tuscan Red
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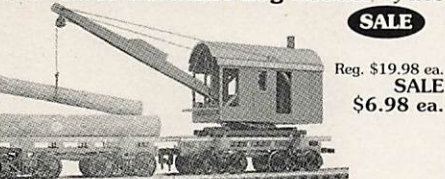
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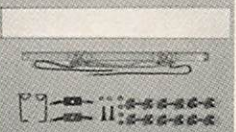
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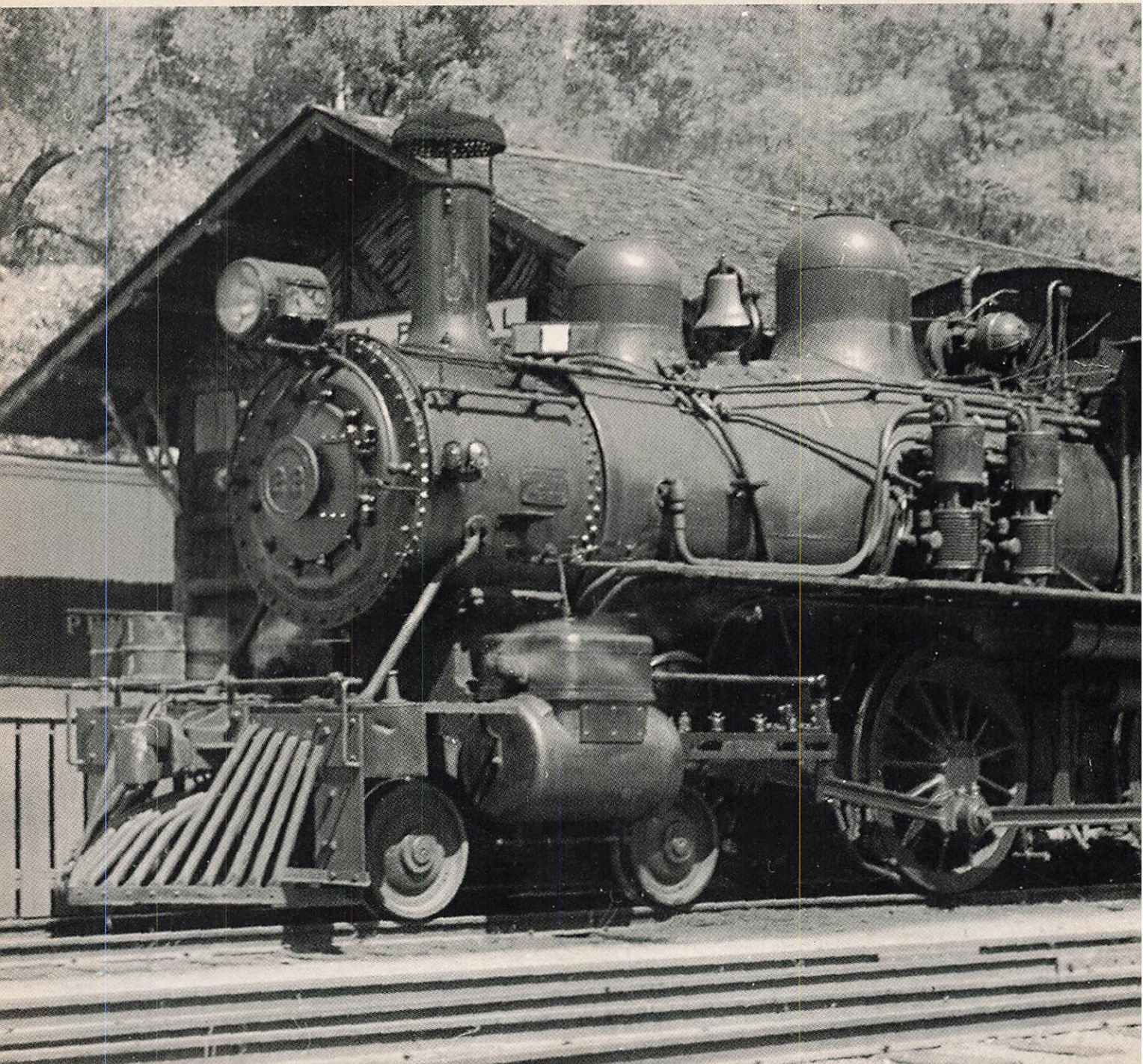
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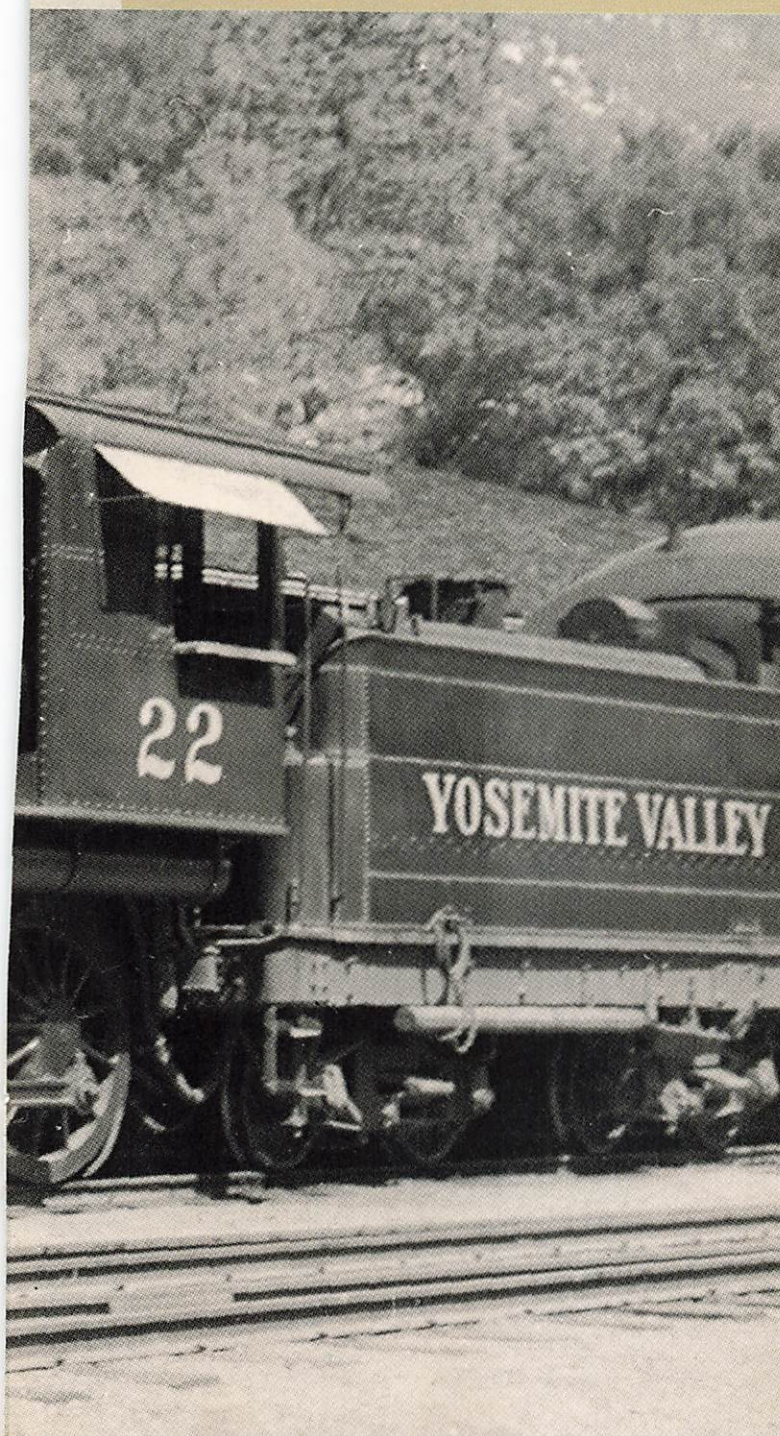
A classic
modernized
American



Yosemite Valley RR 4-4-0 no. 22

By Jack Burgess

Yosemite Valley RR 4-4-0 no. 22 was typical of the modernized American-type steam locomotives that served on shortline railroads across the United States. She's shown at El Portal, the station serving the gateway to California's Yosemite National Park. Author's collection



Until 1945, visitors to California's Yosemite National Park could ride the passenger trains of the shortline Yosemite Valley RR to El Portal, near the park's western gateway. The power for those trains was most often a classic 4-4-0 American-type steam locomotive. In their later years, the YV's largest 4-4-0s had a "modernized" look that belied their construction dates. The drawings here offer a detailed look at one of them, no. 22.

Yosemite Valley no. 22 was ordered from the American Locomotive Co. (Alco) in December 1906 and built to the design of Alco class 8-30C, drawing no. 71. The new 4-4-0 arrived on the railroad in August 1907 and was initially equipped with a wood cab and pilot, an acetylene headlight, and single 9" Westinghouse air compressor. A sister American type, no. 23, was delivered in the same year.

[An earlier YV 4-4-0, no. 21, was featured in the May 2000 *Model Railroader*. – Ed.]

Modernization

Over the next dozen or so years, no. 22 underwent several changes. These included a new turbogenerator to power an electric headlight and backup light, a second air compressor, a steel cab, a boiler-tube pilot, and electric classification lights to replace the original kerosene lamps.

Around 1920, engine 22 was also equipped with a perforated metal spark arrestor. Although some YV employees questioned the value of these devices, spark arrestors were installed on all of the road's locomotives around June or so each year and taken off at the end of the fire season. Train indicator boxes used to display train numbers, similar to those carried on Southern Pacific engines, were installed on all YV power around 1925.

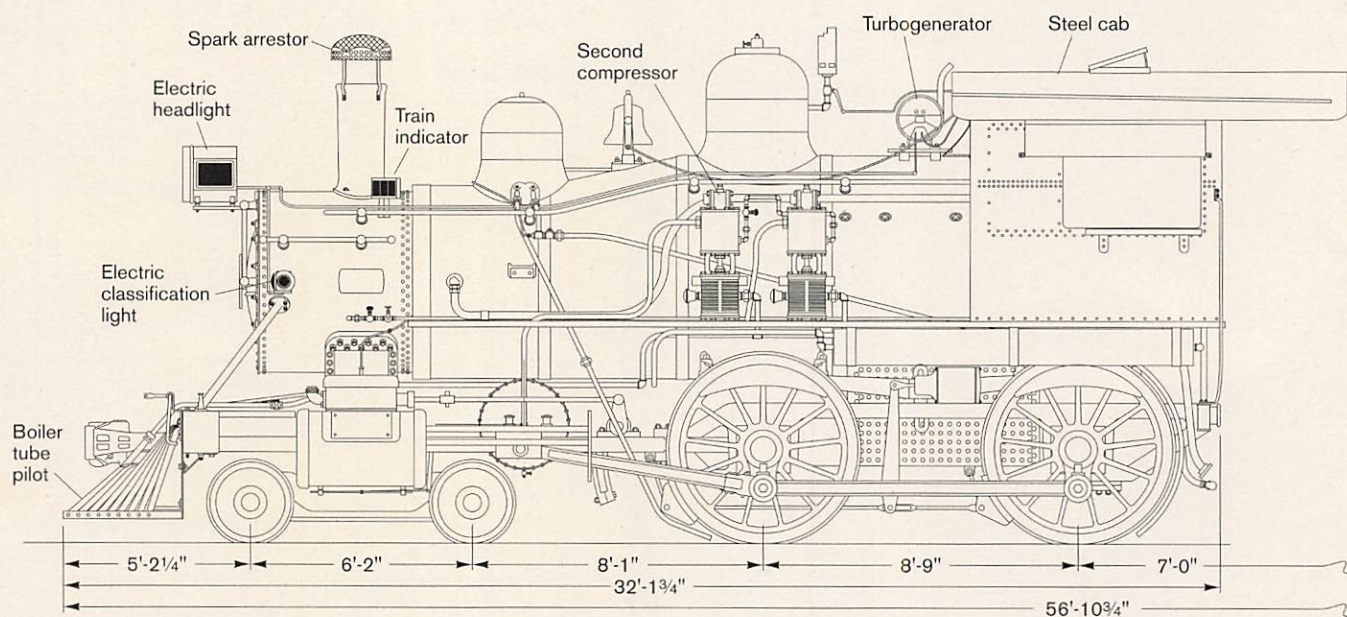
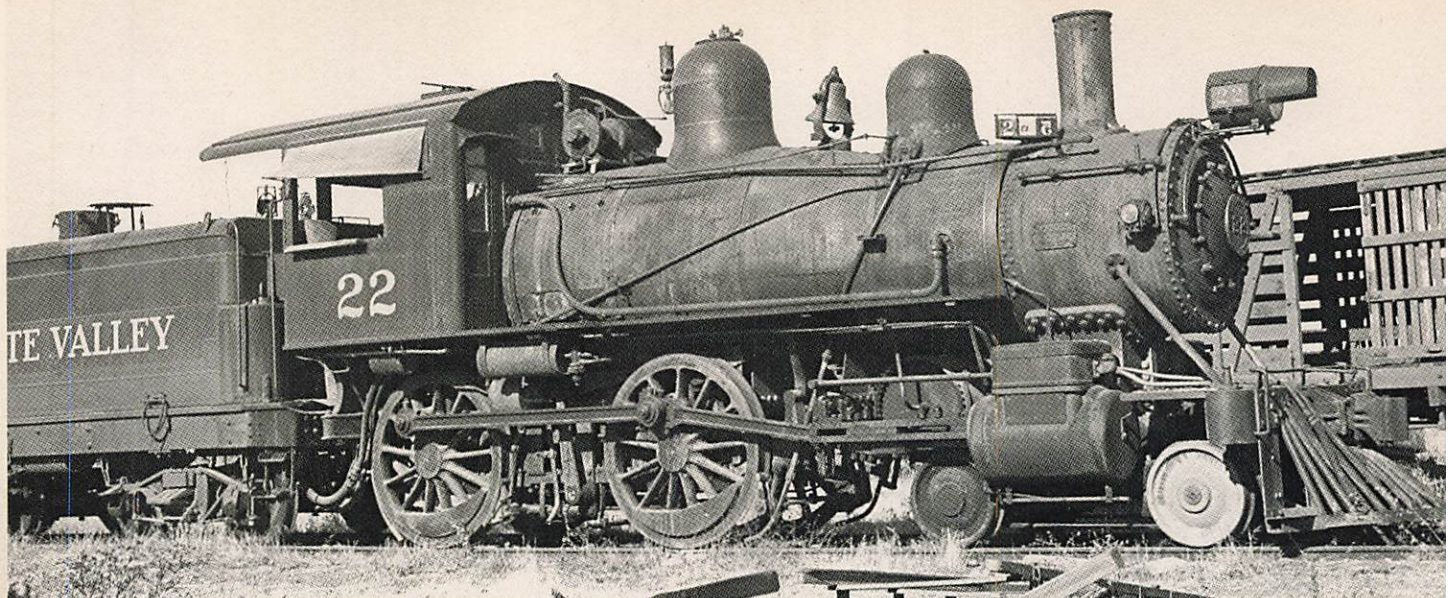
At work

Engines 22 and 23 were used in both freight and passenger service until around 1913. In that year, the YV began acquiring more-powerful locomotives, 2-6-0 Mogul types, for freight service. With the Moguls at work, the 4-4-0s were primarily used in passenger service. The Americans pulled scheduled passenger trains as well as occasional excursions and tour trains over the 77.7 miles between the YV's connections with the Santa Fe and SP at Merced, Calif., and El Portal.

The Yosemite Valley RR was abandoned in 1945, and no. 22 was scrapped at Port Chicago, Calif. in 1948.

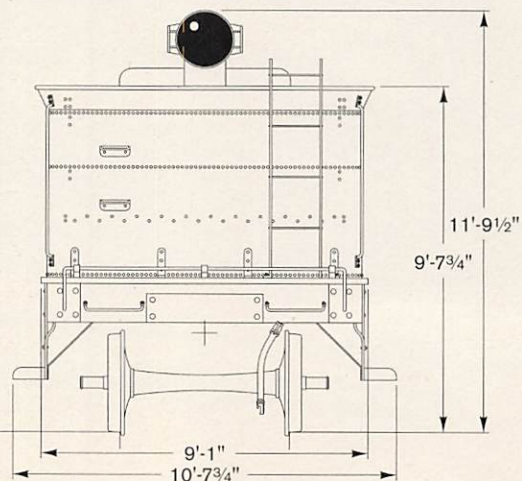
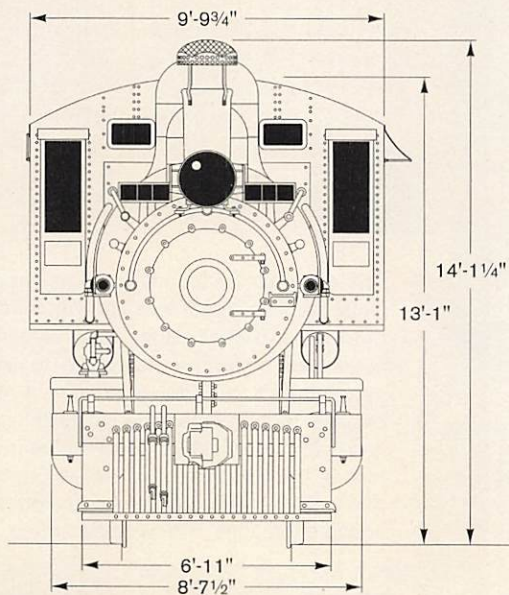
The American STANDARD

The 4-4-0 steam locomotive was once so common in the United States that it was known as the "American Standard" type. (Other names were "American" and "Eight-Wheeler.") Noted for their ability to ride rough track and adaptability to all kinds of service, 4-4-0s also became the engines that powered the railroads' and the country's westward expansion in the 19th century, and many examples of the type served into the 20th century. In their latter days, 4-4-0s were still useful on lightly built and lightly trafficked short lines. – Andy Sperandio, executive editor



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The drawings

My drawings of Yosemite Valley no. 22 are based on measurements taken in 1942 by YVRR brakeman Bob Lunoe. It's fortunate that Bob had the foresight to measure this locomotive and several other pieces of the short line's equipment for the benefit of future generations of modelers, fans, and railroad historians. **MR**

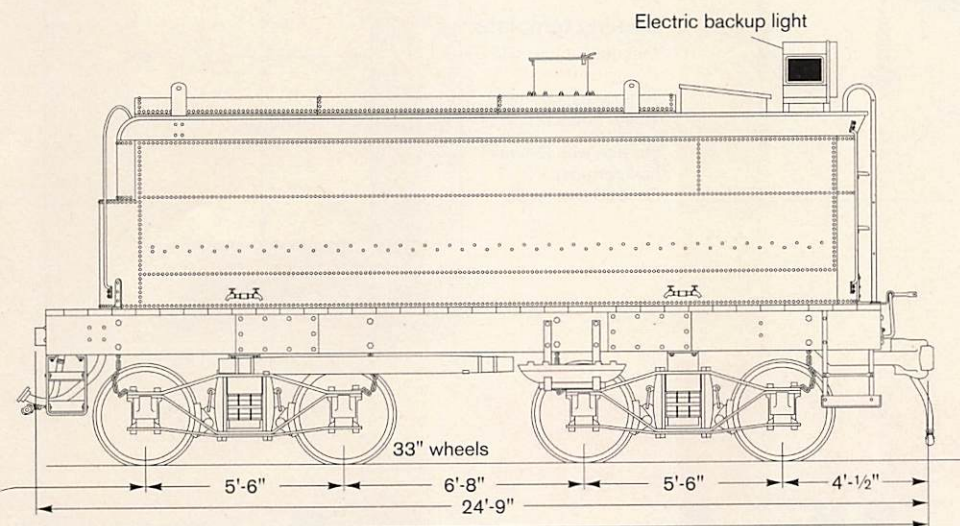
*Jack Burgess is well-known for his accurate and beautifully rendered Yosemite Valley RR HO layout. He is also the author of *Trains to Yosemite*, a new book featuring previously unpublished color photos of the YV, published by Signature Press.*

At Merced, Calif., engine 22 displays her right side to the photographer. The conical headlight shroud was a World War II requirement for all locomotives operating in states on the West Coast, even though the YV was a long way from the coast. Ted Wurm photo

Modeling NOTES

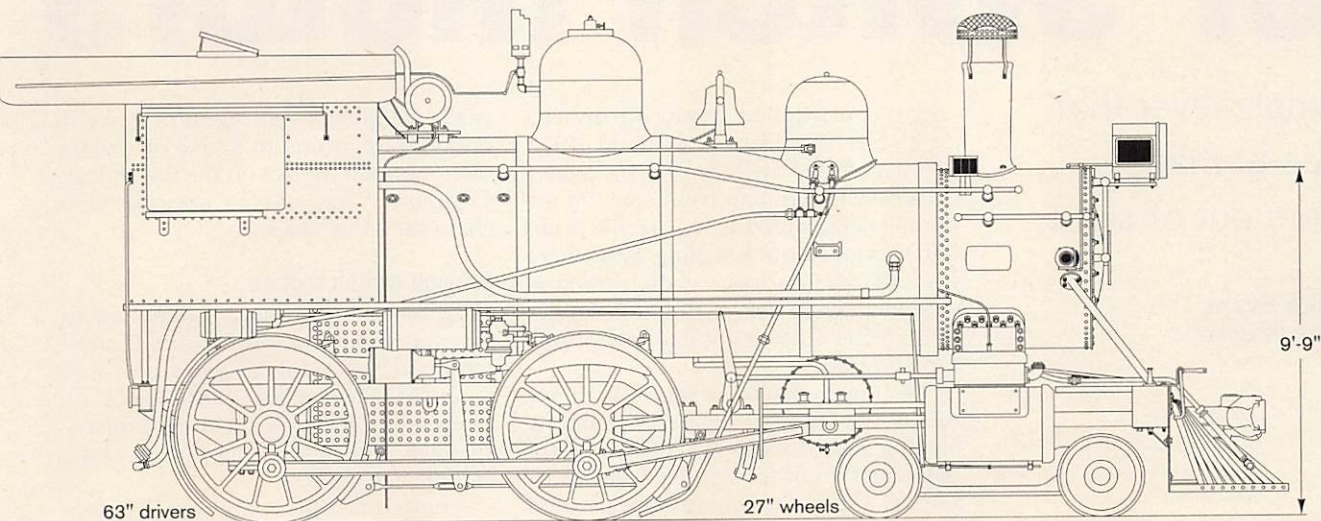
A modernized 4-4-0 offered by International Hobby Corp. (IHC) is the only HO locomotive remotely similar to YVRR no. 22. The undecorated model is catalog no. M814. Based on a Southern Pacific prototype, the IHC model differs from no. 22 in several significant ways, but it could be re-detailed and otherwise modified to resemble the YV engine. In other scales you'd be even more on your own.

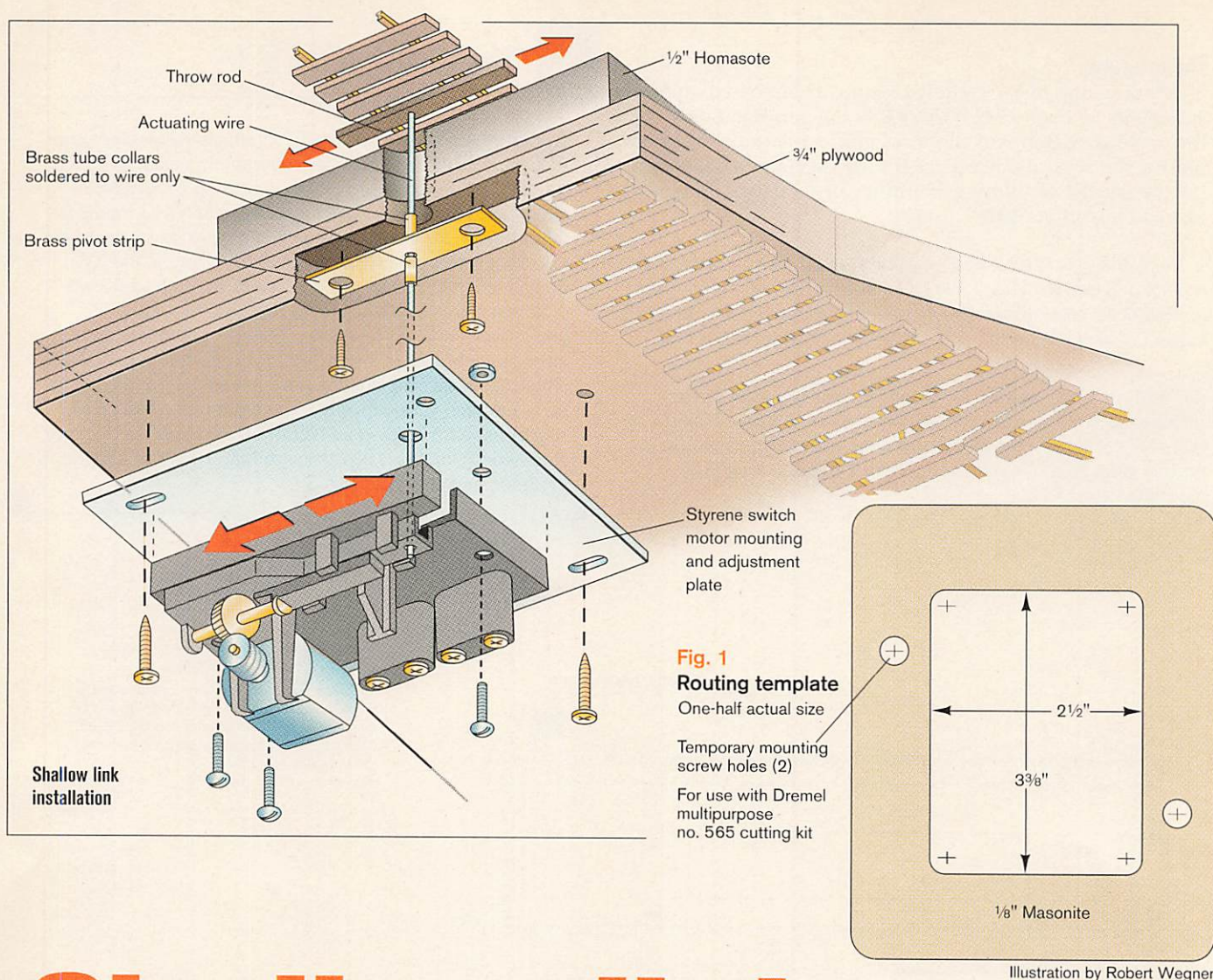
If you want a really accurate replica of no. 22, or if you're looking for a modeling challenge, you might consider scratchbuilding this 4-4-0 in your favorite scale. As a small, relatively simple locomotive it would be a good subject for a first-time scratchbuilder. The eight-part *Model Railroader* series, "Building an HO 4-6-0 in brass," by Stephen Anderson (October 1997 through May 1998), is a guide to methods and materials. — A.S.



Drawn for *Model Railroader* magazine by
JACK BURGESS

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Shallow link for switch motors

A simple lever that keeps Lemaco motors out of sight

By Mike Evans

Photos by the author

As construction began on my HO scale Whitehall & Rutland RR, I was faced with hiding the upper deck's switch motors from view on my double-deck railroad. My specific problem was a five-track staging yard where my 3/4"-tall Tortoise switch motors extended well below the thin upper deck. What I needed was a low-profile switch motor.

My upper deck's elevation is about 62" off the floor, so engineers using the staging yard can't easily make a visual confirmation of their route. They must rely on a fascia-mounted rotary switch that aligns all the turnouts for a specific

track. Reliable switch motors make it possible for trains to arrive or depart with minimal impact on the lower deck yardmaster and another operator who share the same aisle.

Lemaco switch motors

Lemaco switch motors were new to me, but their low profile and geared motor drives looked like they had potential. These solidly built devices use a reversible DC motor with two micro-switches that shut off the current at the end of each cycle.

Lemaco provides a linkage that connects to the turnout switch rod ("throw

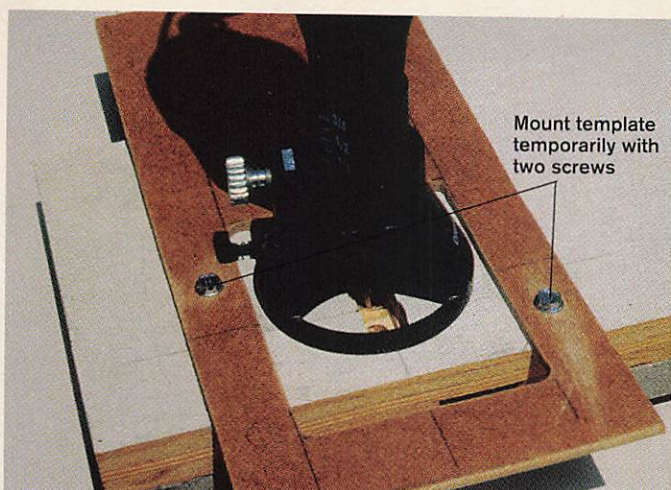


Fig. 2 Routing the slot. The author uses a motor tool fitted with a Dremel routing attachment to cut the slot.

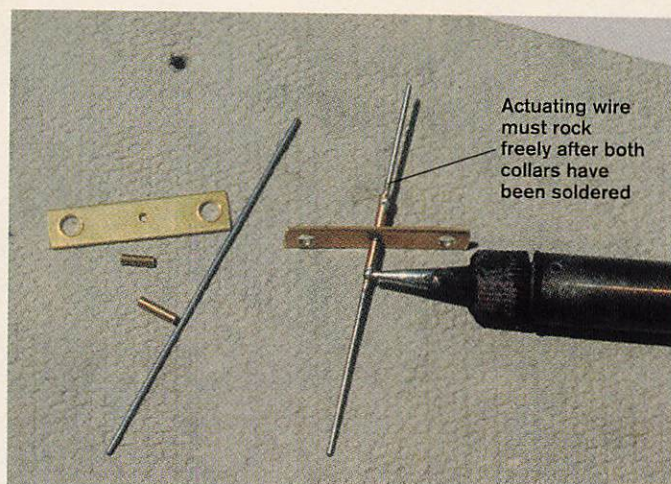


Fig. 3 Assembling the link. Pieces of brass tubing are soldered to the actuating wire to hold it in place.

Materials list

Lemaco switch motor

Dallee Electronics, 246 W.
Main St., Leola, PA
17540, w.dallee.com

Reynauld's Euro-Imports,
Inc., 122 N. Main Street,
Elburn, IL 60119
www.reynaulds.com

Evergreen

9060 .060" styrene sheet

K&S

240 .032" x 1/4" brass strip
497 .039" piano wire

Miscellaneous

No. 6 x 3/8" wood screws
No. 6 x 1/2" hex head screws
4-40 x 1/2" flathead machine
screws, lockwashers,
and nuts
1/8" hardboard

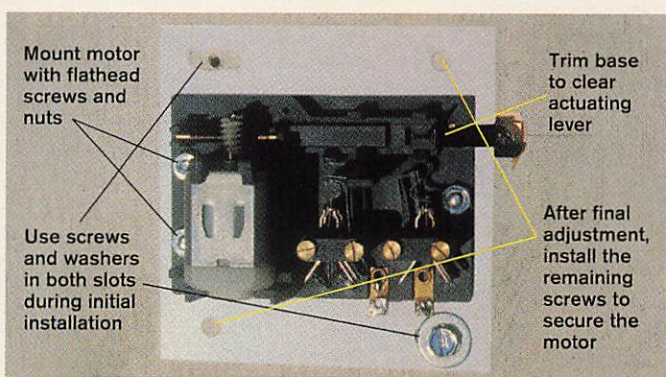


Fig. 4 Mounting plate. Bolting the switch machine to a styrene mounting plate makes final adjustments easier.

bar") from above, so I designed this lever system that's concealed underneath the points. During the design process, I found that a direct, stiff wire connection to the switch rod didn't work, as the worm on the motor shaft tended to jam the worm gear that moves the sliding carriage (not good).

My hidden lever linkage isn't quite as simple as I'd hoped, but it's easy to make and adjust. The only hard part is routing a slot (from underneath) to hold a brass strip which forms the pivot for the lever. See the *illustration* on page 84. An inexpensive attachment to my motor tool, the Dremel multipurpose cutting kit no. 565 (with bits), and a jig made from 1/8" hardboard, shown in *fig. 1*, make quick work of routing these slots.

My benchwork is 1 1/4" thick (3/4" plywood and 1/2" Homasote), so you may have to adjust the depth of the recess if your benchwork is different. The depth of this recess is critical as it determines how much throw the linkage lever produces at the point rod. I suggest experimenting on the workbench to determine the proper depth. The Lemaco carriage travels a fixed distance, so you adjust the topside throw by raising or lowering the pivot point.

I also use .039" music wire for the lever as it flexes enough to make up for minor differences.

Installing the link

Start by drilling a 1/8" vertical hole down through the roadbed and trackboard under the center of the switch rod. Position the routing jig so it's centered under the 3/8" hole on the underside of the trackboard and attach it temporarily with screws, as in *fig. 2*.

Move the motor tool around the template to cut a 1 1/4" x 1/2"-deep slot. This routing process is easier to control (and safer) if you make two or three passes to reach the final depth.

A piece of .032" x 1/4" brass strip cut 1 1/2" long fits into the routed slot to serve as the pivot. Drill a no. 55 (.052") hole in its center for the .039" actuating wire, and drill 1/8" mounting holes at each end for no. 6 x 3/8" screws.

Slip a 2 1/2" length of .039" piano wire in the pivot hole, and solder a short (3/8") piece of brass tubing on each side as a keeper, *fig. 3*, allowing for free side-to-side movement of the wire. Small pieces of electrical insulation cemented to the actuating wire with cyanoacrylate adhesive (CA) would also work.

Adjustable mounting plate

The Lemaco motors have three mounting holes, but there's no provision for lateral adjustment. I mounted my motors on 3"-square pieces of .060" sheet styrene using 4-40 x 1/2" flathead machine screws and nuts, as in *fig. 4*. Note that a little plastic has to be cut off the Lemaco motor's base to clear the actuating wire. I also enlarged the hole in the Lemaco carriage to 1/8" diameter to reduce the lever's throw at the points.

Each mounting plate has a slot for the actuating wire and two slots and two holes for screws. These slots allow fine tuning of the motor's position before I anchor it with the final pair of screws through the other holes.

While this switch-motor-mounting procedure may sound complicated, it's easy to do. Best of all, it makes a compact, low-profile switch motor installation beneath an upper deck. **MR**

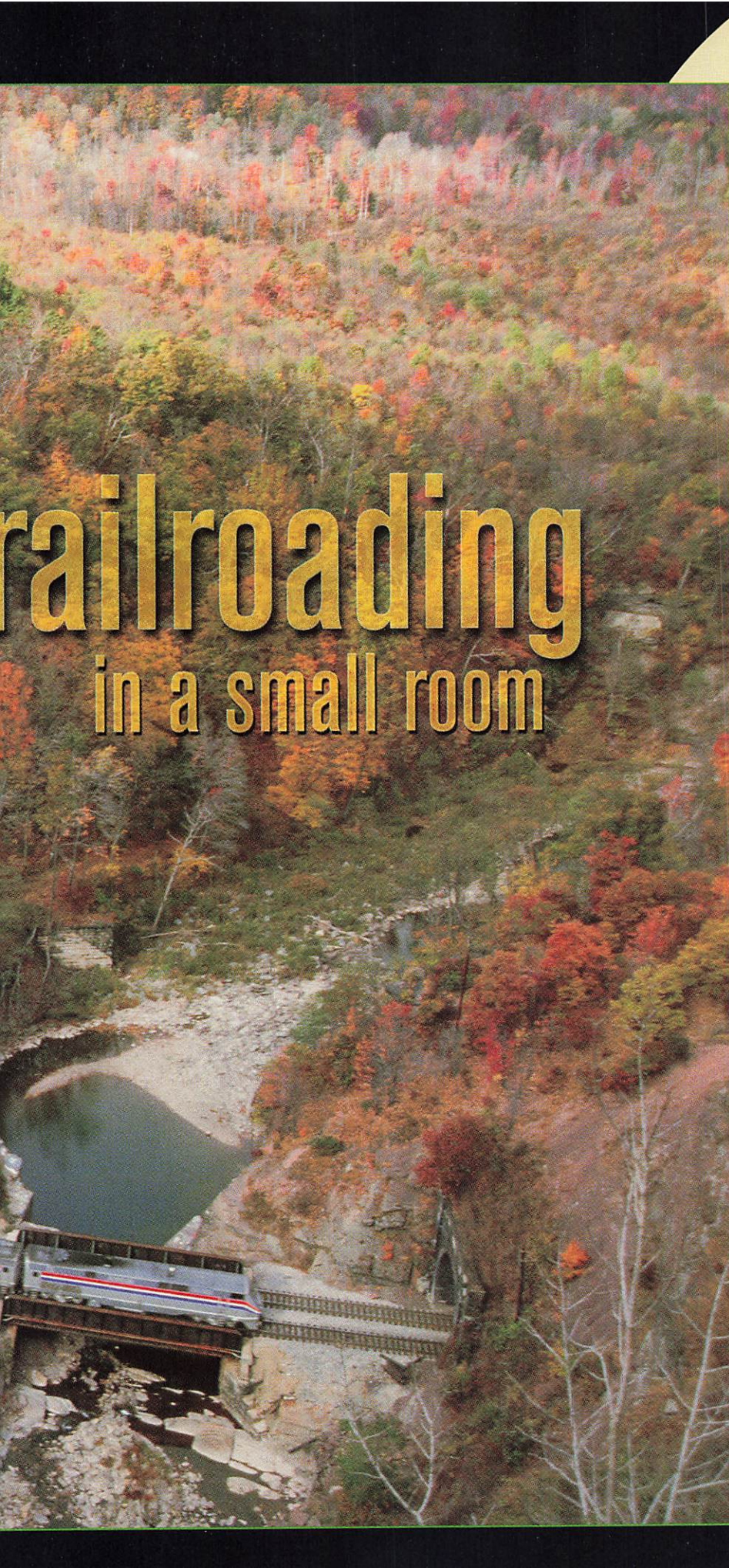
Mike Evans has been in the hobby for more than 40 years. He and his wife Mary have two grown daughters. His HO railroad represents a portion of the Delaware & Hudson where his grandfather was an engineer. Mike is a fraud investigator for county government.

An aerial photograph of a model train set on a curved track. The train, consisting of several grey freight cars and a locomotive with red and blue stripes, is moving along a track that follows the edge of a steep, forested hill. The trees are in full autumn foliage, displaying a mix of red, orange, yellow, and green. A small stream or river flows alongside the track on the left. The overall scene is a detailed representation of a real-world railway landscape.

ROOM-SIZED MODEL RAILROADS

Mountain

With sweeping curves and an unrelenting grade, Baltimore & Ohio's Sand Patch grade in Pennsylvania has provided one of the greatest shows in railroading for 150 years, and the passengers on Amtrak's *Capitol Limited* have a front-row seat as their east-bound train enters Falls Cut Tunnel.



railroading in a small room

A landmark Eastern mountain railroad in a 13 x 13-foot HO plan

By Bob Sprague

Photos by Matthew VanHatten

In the 21 miles west of Hyndman, Pa., trains on the former Baltimore & Ohio RR climb nearly 1,500 feet to reach the summit of the Alleghenies. For 150 years – through the B&O, Chessie System, and CSX eras – Sand Patch has been the primary route for tonnage between the Washington/Baltimore area, Pittsburgh, and Chicago. The grade is known by the name of the Pennsylvania hamlet and tunnel that sit astride the eastern Continental Divide. This is Sand Patch.

Sand Patch combines stiff grades, heavy tonnage, helper operations, passenger trains, freight trains, intermodal, horseshoe curves, tunnels, and spectacular scenery. Railroading doesn't get much better than this!

The very features that have made Sand Patch a headache for the prototype make it possible to shoehorn a reasonable HO scale representation into a small bedroom. Thanks to Sand Patch's nearly constant westbound grade, we can easily wrap the double-track main up and over itself on two levels to create what amounts to a room-sized helix that operators stand inside.

If you like eastern mountain railroading, are ready to tackle some carpentry, and don't mind making a few thousand trees, this plan for Sand Patch in a small patch may be for you.

Big trains, small room

Ordinarily the multiple-unit lashups and long trains common to mainline railroading don't look good in a space as limited as the 12'-10" x 13'-3" available for this layout – at least, not in HO or larger scales. A double-track main helps, since it allows twice the number of trains to operate in very little additional space; but by the time trains get into the 15-20 car range, they're either chasing their tails around a single loop or unrealistically passing through the same scenes on multiple laps of track. Nor is there much space for staging – essential if trains are to appear with more than branchline frequency.

Enter the third dimension. A long, stiff grade like Sand Patch – up to 1.98 percent on the prototype, reasonably

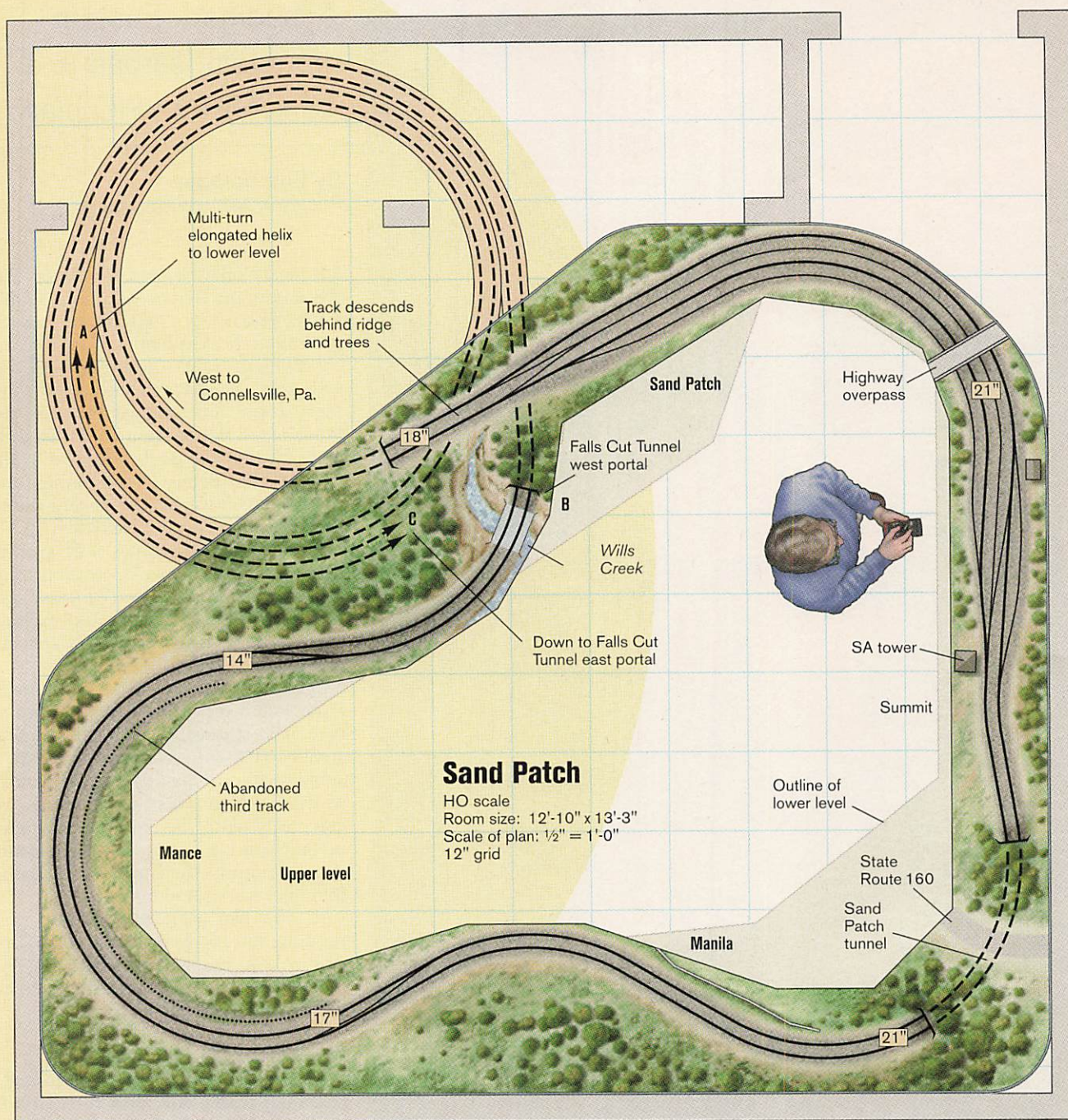


Illustration by Bob Sprague and Tonya Limberg

augmented to 3 percent on this plan – allows a gain of 14" with one lap around the room and a single turn of a helix. This is enough to allow two levels, with trains passing through scenes only once per trip. The elevation change is 21½". If the base is set at a comfortable 40", the summit stands at an impressive 61½".

The problem of how to get the trains back down remains. I used an elongated four-turn double-track helix to complete the main line, return the tracks to base elevation, and represent Cumberland, Md., to the east, and Connellsville, Pa., to the west.

The larger Sand Patch helix joins the two ends of the main line at a point where trains should be out of sight. More importantly, the helix serves as voluminous staging – able to swallow eight to twelve sizable trains and, with the help of midway crossovers, send them back onstage in any order.

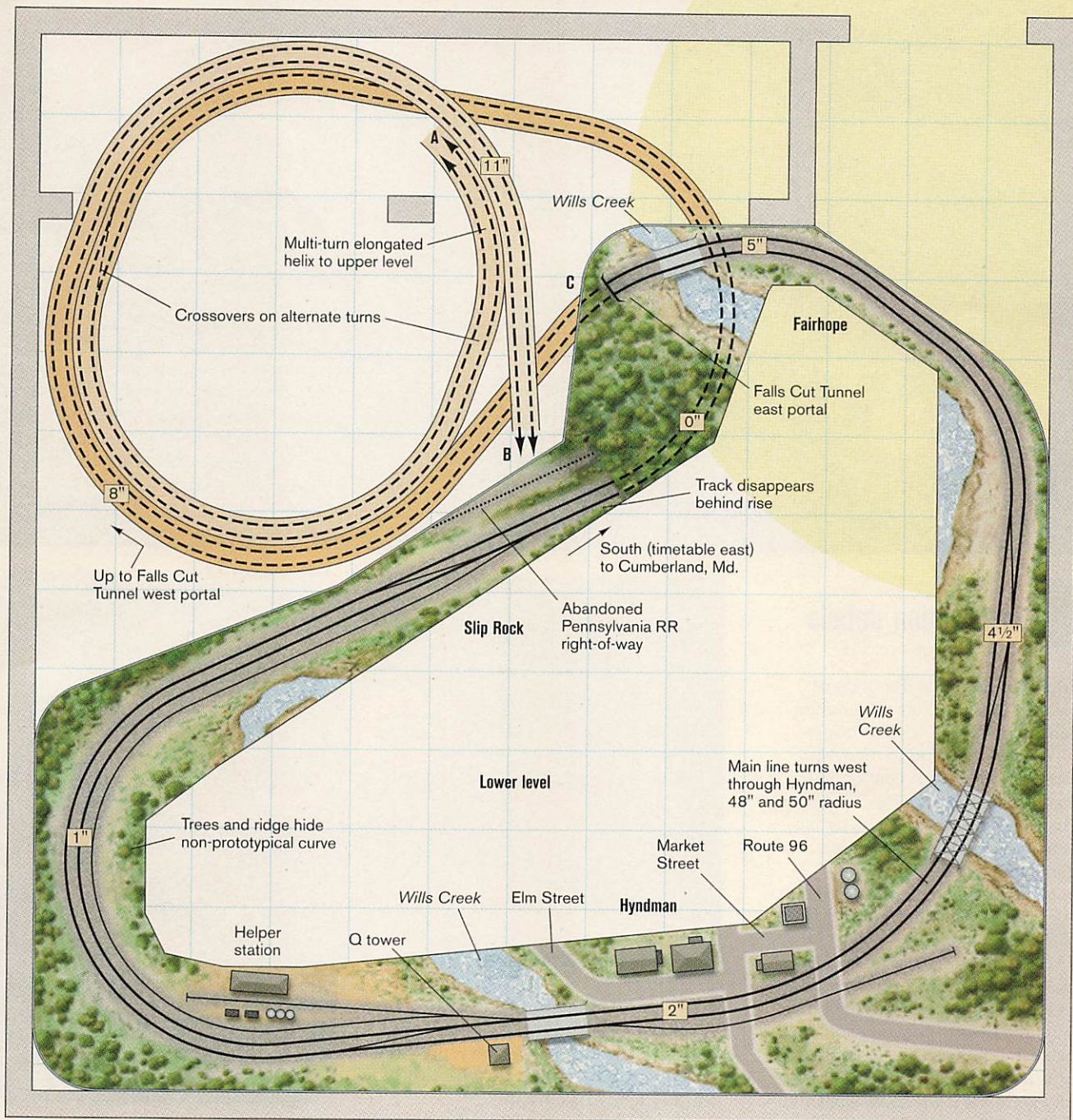
This scheme makes it possible to include many distinctive features of Sand Patch in a surprisingly small area.

Big-time compression

Leaving Cumberland, the prototype's double-track main ducks west through

the Narrows – a picturesque gap that the B&O once shared with the Western Maryland – and begins to parallel Wills Creek, the water route it will follow almost to the summit of the Sand Patch grade. Heading north again, the tracks cross and recross Wills Creek on the relatively flat run to Hyndman. Here is where this representation of the Sand Patch grade begins.

South of Hyndman (timetable east) is Q Tower, the helper station, and a long passing siding. A westbound drag from Cumberland enters from behind a low rise of trees at Slip Rock and passes a set



of pushers idling at the south end of the siding. An abandoned Pennsylvania RR right-of-way, which once reached into Cumberland from Altoona, Pa., is visible on the rise behind the main line.

Westbound trains travel right-to-left throughout their runs, which reinforces the "east-is-right, west-is-left" predilection of those of us used to reading maps.

The turnback curve in the lower left corner of the plan should be hidden by trees or terrain, since it doesn't exist on the prototype.

The head-end power comes to a stop at Q Tower, while the helpers traverse

the crossovers and couple behind the caboose. The grade is 3 percent ahead, so the helpers are really needed.

As on the prototype, the tracks bend west on a gradual curve through the town of Hyndman itself. On this foreshortened version of Sand Patch, only a narrow shelf across the doorway represents Fairhope, Pa. On the other hand, a good representation of the east portal of Falls Cut tunnel is possible before the tracks leave the first level. With a little modeler's license, Falls Cut tunnel has become a helical loop to allow a reasonable separation between upper and

lower levels. By the time trains reach the west portal of Falls Cut tunnel, they are 14" above the lower tracks.

At Mance, Pa., prototype trains traverse a full horseshoe curve nearly as spectacular as the Pennsy's. At one time this was triple-tracked, and it would be easy to model the abandoned third track along the right-of-way. Trains then traverse a series of S-curves to reach Manila at the east portal of Sand Patch Tunnel. The tunnel itself is abbreviated—but still long enough to feature State Route 160 passing above the bore. When the lead locomotives emerge at Sand



Sand Patch's nearly 2 percent grade still rates helpers. Here a GP40-2 and a GP30 slug (an unpowered unit with traction motors that draw current from its partner locomotive) push a CSX Q train around the horseshoe curve at Mance, Pa.

Construction details

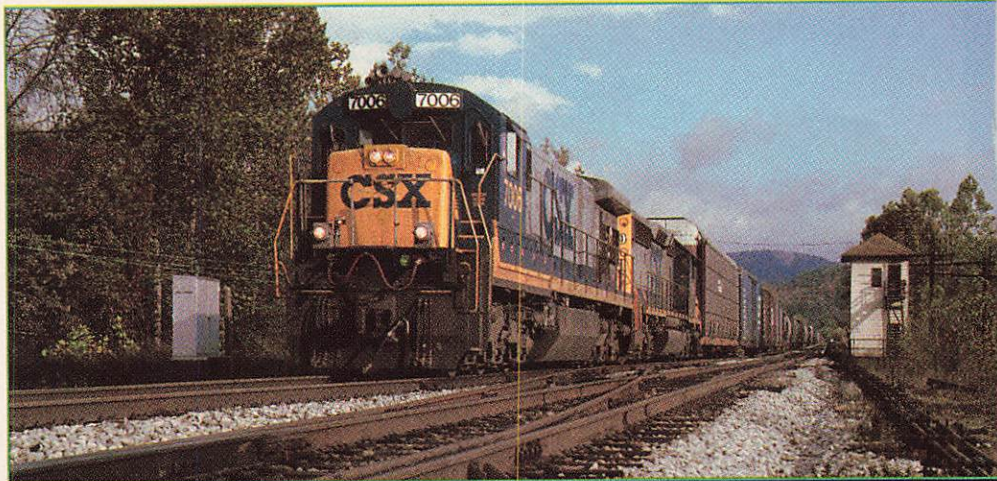
Tricky carpentry is the price of packing this much mainline operation into a 12'-10" x 13'-3" room.

A frame attached to the walls allows the layout to "float" rather than being supported from the floor. Thanks to the mountainous terrain, both levels could use minimum-depth techniques, where the trackbed rests on plywood formers attached to the frame, instead of girders and stringers.

Stuffing the helix complex into a closet opens a large central area for viewing and operation. Although the around-the-walls configuration does block the doorway, it should be possible to build a lift-out or swing bridge for the lower level, while the upper level, at the highest elevation, should make a practical "nod-under." — *Bob Sprague*

Patch on the west side of the tunnel, crest the summit, and begin to head downgrade, the rear of their train is frequently at Manila. On the prototype, the helpers were often cut off "on the fly" as the train continued on its way towards Connellsville. With Digital Command Control (DCC), this operation should be easy to mimic on the model. The helpers can then drift back down the hill light.

Eastbound trains pause at Sand Patch as well, where SA Tower stood



guard until recently. The train crews conduct a thorough brake test before entering the tunnel because the brake shoes will be smoking by the time the train reaches Hyndman.

True, this layout doesn't provide much in the way of switching or yard operation. But for the model railfan, the sight of a CSX Q train meeting Amtrak's Capitol Limited around a beautifully scenicked horseshoe curve at Mance should more than make up for it.

With the fun of helper operations, a high volume of traffic, and slow speeds, Sand Patch should keep four operators happy and challenged for many hours at a time. **MR**

Bob Sprague has been a model railroader for 48 of his 48 years, having received a Lionel set from an overeager grandfather at the age of 5 days. He mod-

Q tower at Hyndman, Pa., has been a landmark structure on Sand Patch since the days of steam. In October 1995, it greets a passing CSX C30-7.

els the Chessie System in HO as a member of the Potomac Module Crew. Bob owns a creative communications agency in Washington, D.C., and New York. He lives in Alexandria, Va., with his wife and two children.

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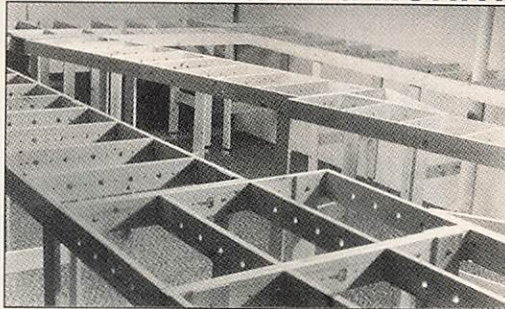
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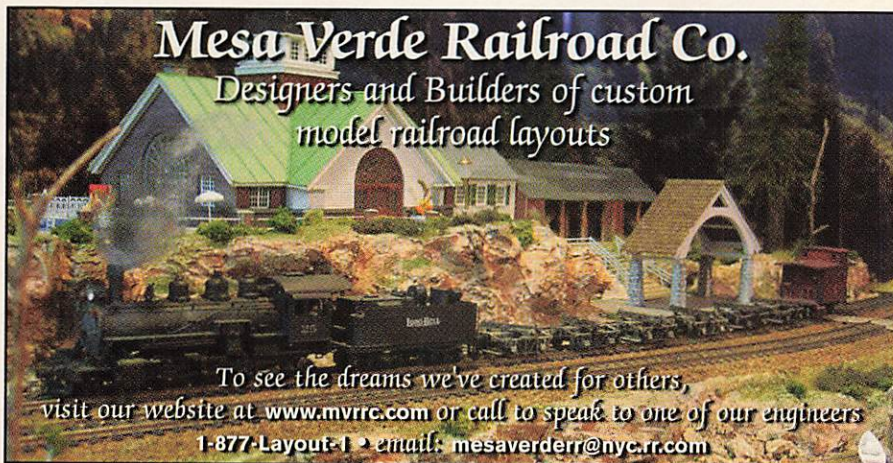
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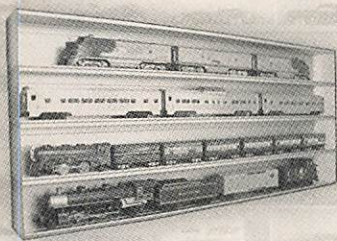
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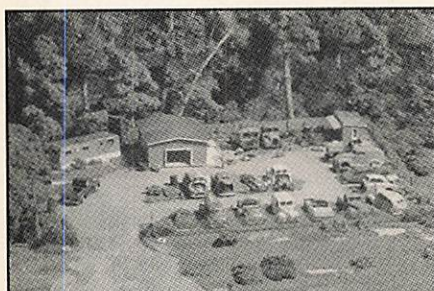


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Carl Swanson

Building a passenger train



Senior editor Jim Hediger has Kato's new N scale *California Zephyr* in his office, and I want it with an almost incandescent intensity. Other than the *Zephyr* representing a totally different era and region than the one I model, it's just perfect.

Unfortunately, I have a few issues to resolve before I rush off to the hobby shop, the biggest of which is, well, the train is too big. An 11-car, three-locomotive passenger train would overwhelm my modest layout.

Reality stinks sometimes. But reality can also ride to our rescue. Those lengthy flagship passenger trains were truly glamorous, but bobbing along in their wake was a nearly forgotten armada of secondary trains, locals, mail and express trains, and branchline commuter runs. The Denver & Rio Grande Western RR provides an excellent example. In 1965, it was one of three railroads that hosted the *California Zephyr*, but it also fielded the three-car *Royal Gorge*, shown above.

In many cases, the little trains are more interesting than their big sisters. The pictured *Royal Gorge* has an Alco PA, Electro-Motive F7B, lightweight baggage car and lightweight coach, and a rebuilt heavyweight coach. Weird looking, yes, but obviously prototypical – and a train like this certainly works well with the platform and siding lengths found on a small layout.

If you model a real railroad, finding your "right-size" passenger

No room to run a 30-car streamliner? Railroads operated scores of more-layout-friendly passenger trains, such as this Denver & Rio Grande Western three-car *Royal Gorge* of 1965. Roger Meade photo

train may take some research. Over the years *Model Railroader* has printed several article profiling compact passenger trains, the most recent of which appeared in our May 2003 issue. (Does this photo look familiar? It was part of a "pike-size" train roundup in the October 1989 issue.)

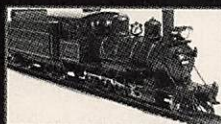
Books, timetables, and historical societies are also wonderful resources. Executive editor Andy Sperandio's article "Getting started in prototype research" (February 2003 *Model Railroader*) has ideas that will simplify your search.

Perhaps you're a freelancer, and simply want a train that looks plausible.

The first rule is simple. There are no rules. In our photo archives is a picture of the Chesapeake & Ohio's *Resort Special*, a single passenger car – a sleeper – powered by a diesel road-switcher. Behind the sleeper was a caboose followed by one loaded coal hopper car. Your visitors would laugh if you ran a train like this on your layout, but it worked just fine for the C&O.

In the same way, we need to build the sort of train appropriate to our layouts. Perhaps a classic "mixed train daily" is the way to go if you have a backwoods steam road. If you model a New England

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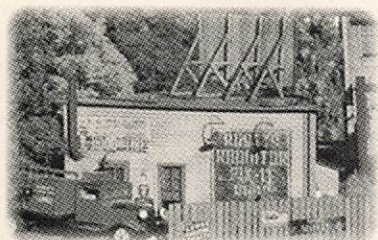
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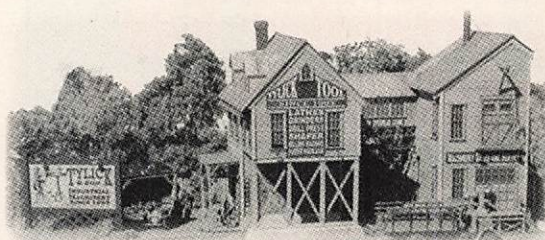
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Requiem for a heavyweight

Lightweight passenger car designs appeared in the 1930s, waited out the war years of the 1940s, and were ordered in huge numbers in the postwar years. But what happened to all those old heavyweight cars? Surprisingly, many remained in service through the 1950s. Theodore Shradly's *The Sleeping Car: A General Guide* (ACL & SAL Railroad Historical Society, 2004) contains a fascinating year-by-year listing of equipment types. In 1919, there were 7,641 Pullman passenger cars, of which 3,820 were wood and 3,821 were heavyweight steel. In 1939, there were eight wood cars, 6,756 heavyweight cars, and 288 lightweight cars in Pullman's fleet. As late as 1957, a decade after the court-ordered breakup of the Pullman sleeping car monopoly, 1,815 heavyweight cars served alongside 2,155 lightweight cars. But the number of heavyweights swiftly dwindled. By the mid-1960s, only a handful of the old stalwarts remained. The moral of the story? If you model the 1950s, don't ignore heavyweights.

branch line, a commuter train might look good. You're the only judge of the service that's best for your railroad.

If you model a long-distance train, keep in mind that real passenger trains are often arranged in this order, from front to back: Railway Post Office, sealed mail and express cars, baggage, coaches, dining car, sleepers, then the observation car. Kirk Reddie's "Perfect passenger trains" article (May 2003 MR) has plenty of additional train-building advice.

As for me, I'm going to buy that N scale *Zephyr* after all – perhaps I can talk my kids into letting me use part of their playroom. . . . **MR**

Send your questions about prototype railroading to Information Desk, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail proto@mrmag.com. We regret we can't answer all the questions we receive.

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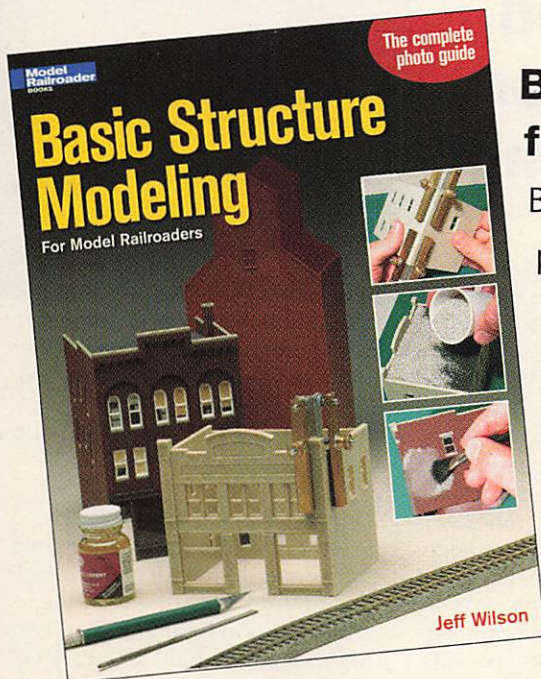
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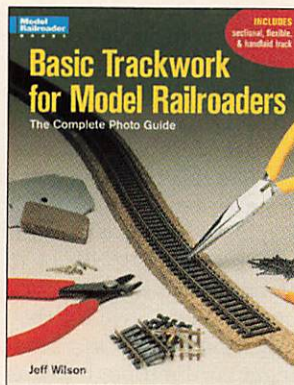
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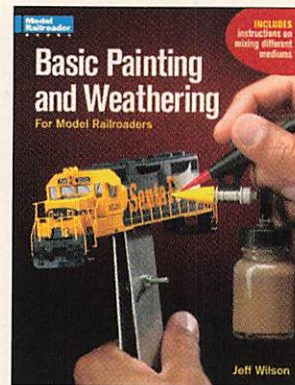
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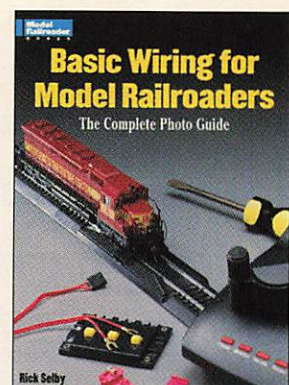
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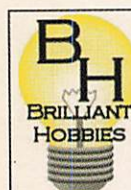
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DCC Corner

**Decoder-
controlled
passenger
car lighting**



Lighted passenger cars running at night are one of those features that can add life to a model railroad. Though most passenger car lighting systems will work with Digital Command Control (DCC), there are some inherent problems. Because the cars draw current from the track, your regular DCC system may need one or more additional power boosters to keep up, especially if you have a lot of lighted cars. Also, lighting systems produce heat, and plastic cars left with the lights on for long periods of time can be damaged.

One solution is to install toggle switches on your car-storage and staging tracks to shut off the track power (and the lights); however, this involves more layout wiring, something DCC systems are supposed to help you avoid. And track power switches don't solve the heat issues for cars in constant use.

A better answer is to control your passenger car lights with your DCC system. Using inexpensive decoders as onboard light switches, you can turn the lights on and off in individual cars or entire trains when they aren't required. And by using a decoder with more functions, you can add some neat special lighting effects, such as drumhead signs and taillights.

Follow along as I explain how I added DCC-controlled lighting to

DCC lighting effects aren't just for your locomotives. You can use them in your passenger cars too.

the Walthers HO scale Budd observation car shown above.

Lighting kits and decoders. The Walthers model comes unlighted but is prewired with eight-wheel pickup for use with one of the firm's drop-in light kits. Walthers offers separate light kits for DCC and conventional DC operation; however, since the snap-in plastic light bar is the only component from the kit you'll need, it doesn't matter which one you choose.

Though a number of function-only decoders are available for projects like this one, you can also use a regular locomotive mobile decoder, which is what I did. I chose an NCE D15SR for the project because it has six function outputs - I needed five for the observation car. For regular passenger car lighting, however, you can use just about any two- or three-function decoder.

Interior lights. After removing the original lightbulbs and the circuit board from the Walthers light kit, I installed Model Power no. 381 14V bulbs in the clear plastic light bar.

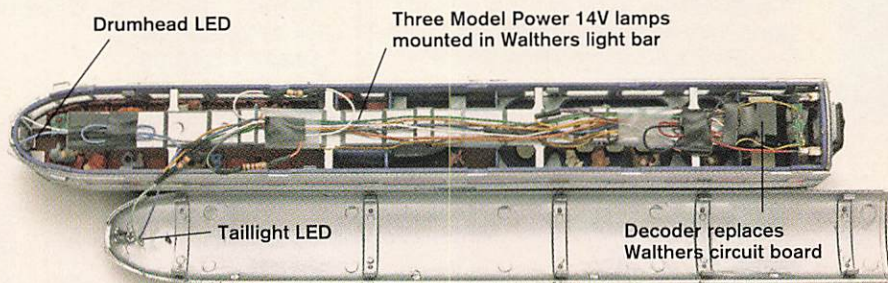


Fig. 1 Wiring diagram. Most passenger car interiors have ample room for decoders and lights. Mike started with a plastic light bar from a Walthers kit.

Unlike the 5V bulbs that came with the kit, the Model Power lamps can be wired directly to the decoder's function outputs.

Each bulb draws about 30mA; if all three were wired together on one function, they would draw 90mA. While that's less than a single function's rating, NCE recommends using a current-limiting resistor with bulbs drawing greater than 40 mA. To avoid adding extra resistors (and the heat they create), I connected each of the lightbulbs to separate functions.

The D15SR decoder uses a standard nine-pin harness, which does not include enough wires for all six functions. Therefore, wires for two of the functions must be soldered to pads on the decoder itself. Following the decoder's instruction sheet, I carefully cut away the plastic wrapping exposing the soldering pads. I soldered one lead for each of the first two lamps to its corresponding function pad and soldered one of the third lamp's leads to the violet wire.

Next I soldered the remaining lead from each of the three bulbs to the blue wire and covered the exposed joints with shrink tubing.

Special-effect lights. For the taillight and the drumhead I used 1.5mm Micro Mini light-emitting diodes (LEDs) from Miniatronics (no. 12-000-1S). This package includes red, green, and yellow LEDs and their appropriate dropping resistors.

The anode for each LED is connected to the blue decoder wire. One lead of the dropping resistor is connected to the cathode, and the other is connected to a function wire. I soldered the yellow decoder wire to the red taillight LED and the white wire to the yellow drumhead LED.

Since you can't easily tell which side of these LEDs is the anode and which is the cathode, I guessed. This trial-and-error test won't damage the LED – if it doesn't work, simply reverse the wiring and try again. I covered all exposed wiring with shrink tubing.

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To see the DCC-controlled passenger car lights in action on the MR&T, visit www.modelrailroader.com

LED and wires cemented inside carbody with CA

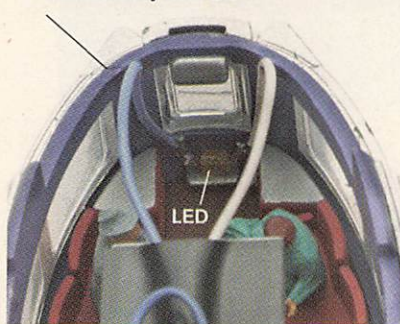


Fig. 2. Drumhead. Mike used a Tomar Industries kit for the drumhead on the back of the car but lit it with a 1.5mm LED.

Space inside the drumhead is tight, so to light it I drilled a 1/8" hole through the metal housing into the interior of the car and then cemented the LED to the inside with cyanoacrylate adhesive (CA), as in **fig. 2**. The taillight LED was small enough to fit inside the housing on the back of the roof, as shown in **fig. 3** on page 98.

After completing the wiring, I attached the decoder to the end of the light bar with electrical tape.

Programming. Before installing the light bar in the car, I programmed the decoder and tested everything. I clipped the red and black decoder wires to my programming track and started by setting the decoder's address to the car number – 3341.

Since each interior lightbulb is wired to a separate function output, each is controlled by a different button. I liked being able to light the compartments individually, though you can remap the functions to operate from just one button by following the programming information in the decoder's instruction sheet.

I did move control of the lightbulb on the violet wire (output four) from F2, which is a momentary-contact button used with sound decoders for horns or whistles, to F5. To do this, program a value of 9 into configuration variable (CV) 39.

The drumhead LED is controlled by F0 and has a directional-lighting default setting. To change this, I set CV120 to a value of 128. I programmed the taillight to act like a Pyle Gyalight by setting CV122 to a value of 144. That number was

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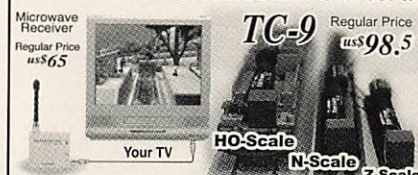
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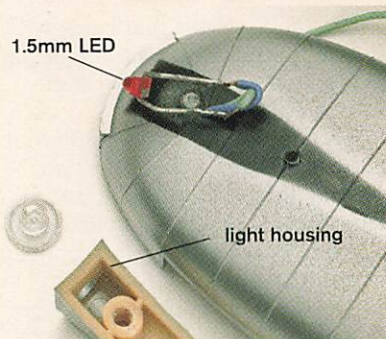


Fig. 3. Taillight. The taillight housing on the Walthers observation car has enough room for a 1.5mm LED.

calculated using the chart in the decoder manual. The Gyalight effect number is 16, and the manual recommends adding 128 to it if you're using an LED instead of a lightbulb.

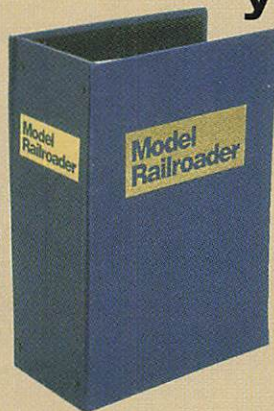
Why you can't read back CVs. Digital Command Control systems use a game like "20 Questions" when reading back the value of a CV. It asks the decoder if the value of a CV is equal to a certain number. To answer yes, the decoder sends a short power pulse to the motor. This extra current draw is detected by the DCC system's programming track outputs. Since the passenger car has no motor, you can't read back the CVs.

I experimented with various values of resistors on the motor leads (the orange and gray wires), and I found that I needed a load of about 100mA to be able to successfully read back CVs. A resistor that large would get excessively hot if power were applied to it during normal operation. Since reading back CVs isn't important in this application, I didn't include the resistor.

Installing a mobile decoder in a passenger car to control lighting is a fun and easy project. And you can apply the same techniques to add interior lights and marker lamps on your cabooses too. Once you've installed lights in a few cars, it's time to dim the room lights and watch your trains slip peacefully through the night. **MR**

Send your questions about Digital Command Control to DCC Corner, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail dcc@mrmag.com. We regret we can't answer all the questions we receive.

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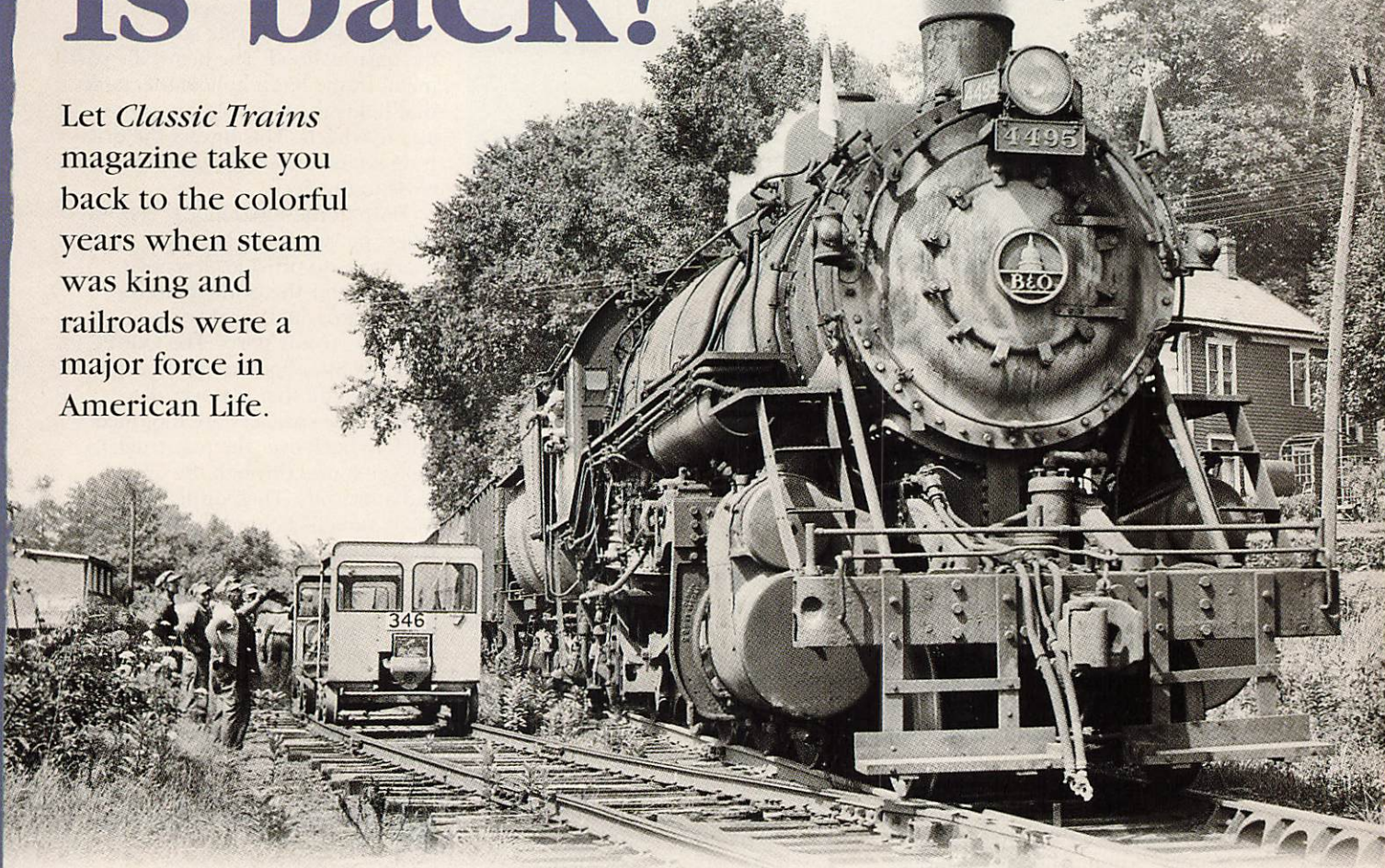
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Product Reviews



HO EMD SD40-2 delivers power with realistic sound

This good-looking EMD SD40-2 is Broadway Limited Imports' first modern HO diesel locomotive. It's a ready-to-run model that produces plenty of realistic sound during operation thanks to a factory-installed QSI Quantum sound system and automatic dual-mode decoder. The SD40-2 operates smoothly on layouts using either DC or Digital Command Control (DCC), yet it also has a few detail problems.

The prototype SD40-2 is the all-time top-selling locomotive built by the Electro-Motive Division of General Motors. Produced between January 1972 and February 1986, 3,126 of these locomotives went to U.S. railroads, 719 to Canada, and 107 to Mexico. Most of the SD40-2s remain in service, although many are now

working for second owners and locomotive leasing companies.

During this long production period, many features changed to reflect customer desires. These BLI models represent the original standard version of the SD40-2.

The model has a plastic body shell made up of several major parts. A one-piece plastic upper frame assembly fits over the metal chassis. It has a non-skid textured deck and includes the pilots, steps, running boards, and cab battery boxes. The low nose, cab, interior, long hood, and dynamic brake hatch are separate assemblies that snap into place. Numerous railroad-specific details are hand-applied.

All of these parts are cleanly molded, but under close inspection the definition and depth of the details are a bit soft. This softness is hardly noticeable under the thin, smooth paint on our sample, but it could be a problem on undecorated models that modelers finish with several layers of paint.

The painting on our BN sample was smooth and evenly applied with cleanly printed lettering and EMD builder's plates. The only problem here is that BN SD40-2 pilots, plows, and walkways were painted black, not green as on this model.

Our sample's plastic railings had some distortion when the SD40-2 came out of the packaging. However, once the pressure of the packaging was gone, they appear to be straightening of their own accord.

Traditional design plus. This new model uses a combination of traditional mechanical design and new features to incorporate sound inside the narrow hood. The heavy die-cast metal frame has a hollow fuel tank that holds the five-pole can motor and flywheels. This lowers the drive train so its universal shafts are very close to the deck.

Both of the EMD model HTC six-wheel power trucks have low-profile gearboxes to provide clearance overhead for the printed-circuit (PC) board, dual speakers, and other electronic parts. The QSI PC board is mounted on top of a cast-metal weight that fits over the motor. The speakers are mounted back to back over the rear truck to deliver sound through the open radiator grills. These grills have black screens behind them to hide the model's internal parts.

The trucks are made of acetal plastic with interlocking parts that snap together. The wheelsets have blackened nickel-silver wheels mounted on steel stub axles which are pressed into acetal plastic gear hubs. These wheels have RP-25 contours and match the National Model

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diesel locomotive

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HO EMD SD40-2 features

- Added-on individual details
- Authentic EMD SD40-2 diesel engine sounds including air release, bell, horn (with optional Doppler effect), and squealing brakes
- Cab interior
- Clear window glazing
- Die-cast metal frame
- Factory installed QSI Quantum dual-speaker sound system and automatic Digital Command Control (DCC) decoder
- Five-pole can motor with flywheels
- Kadee magnetic knuckle couplers mounted at the proper height
- Minimum radius: 18"
- NMRA RP-25 contour wheels
- Reversing constant headlights (dimmed headlight in neutral)
- Slave control to mute whistle and bell sounds while trailing in a locomotive consist

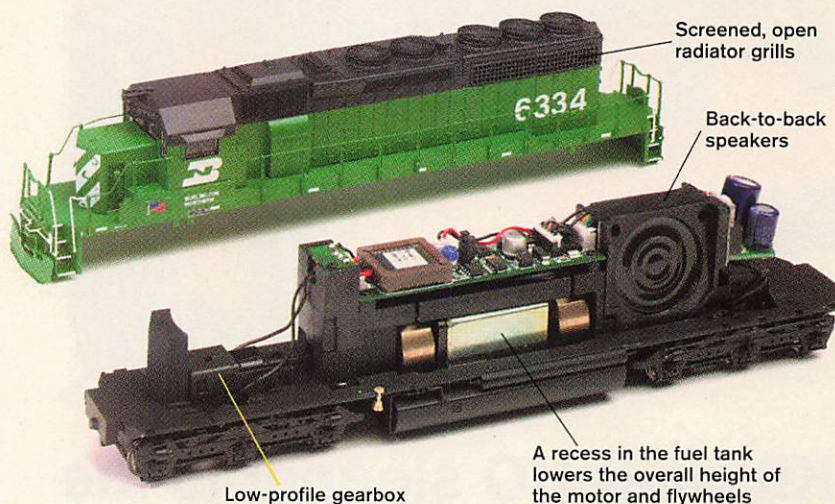
Railroad Association standards gauge. Concealed metal contacts inside the truck sideframes pick up current from all 12 drivers.

Performance. Operating on DC, our sample SD40-2 started and ran steadily at only 2 scale miles per hour. Its top speed of 70 scale mph is a nearly perfect match for one of the common prototype gear ratios used in these locomotives. On DCC, the starting speed was slightly higher, with a similar top speed.

The model's drawbar pull is equivalent to 65 free-rolling freight cars on straight and level track.

Electronic capabilities. The QSI diesel sound system built into this model requires a minimum of 4.6 volts DC to begin operating. Since the model's starting voltage is higher than that of models without the sound system, most DC operation will take place in the top half of your throttle's speed settings.

Instructions for adjusting the DC starting voltage and maximum speed, as well as the DCC and sound system functions, may be found in BLI's comprehensive 30-page instruction manual. The locomotive includes a simple reset function that restores all of the electronic functions to their factory default settings in case you have a problem with these adjustments.



To make room for the dual speakers and electronic components, this model has a new low-profile mechanism with the motor recessed into the fuel tank.

On DCC our sample immediately began producing realistic idling EMD sounds. These sounds picked up speed and intensity as the throttle was advanced and then dropped off when the engine slowed down. The bell is excellent, including the activation noise of the air-operated clapper an instant ahead of the bell's ringing sound.

The horn worked fine, but its somewhat dissonant tone was unlike any of the BN SD40-2 prototypes our staff could remember.

As I look back over my tests of this new locomotive, I'm left with

mixed feelings. The model's performance and sound system are certainly first rate, but there are just enough glitches in the body and painting details to be of concern. — Jim Hediger, senior editor

HO EMD SD40-2

Price: \$249.99 each

Manufacturer

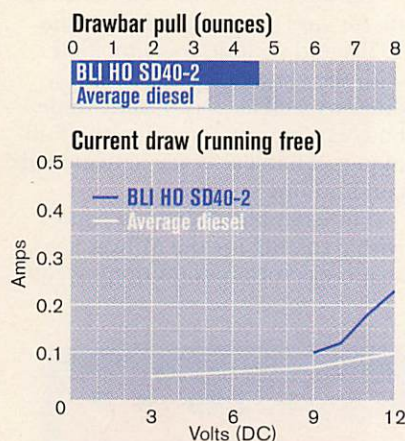
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Description

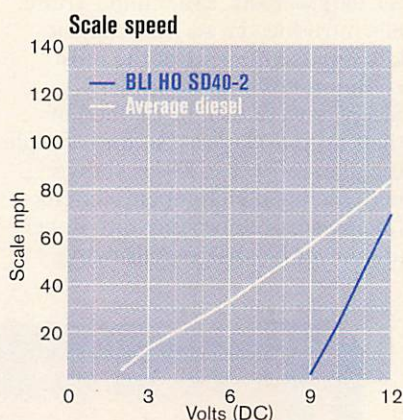
Plastic and metal ready-to-run road freight diesel locomotive

Road names

Burlington Northern (nos. 6325 and 6334), Burlington Northern Santa Fe (former BN green paint nos. 6397 and 6399), CSX (nos. 8208 and 8189), Helm Leasing no. 6388 (black patched Milwaukee Road paint), Helm Leasing no. 7144 (ex. BN), Kansas City Southern (nos. 642 and 655), Milwaukee Road (nos. 205 and 208), Norfolk & Western (nos. 6091 and 6126), Union Pacific (nos. 3130 and 3222), and undecorated



	Draw when slipping	Draw when stalled
Broadway Limited HO EMD SD40-2	.30A	.60A
Average HO diesel	.42A	.90A



	Minimum sustained speed
Broadway Limited HO EMD SD40-2	2.0 mph
Average HO diesel	3.0 mph



Kit-built HO sleeper is the equal of imported brass

Now you can equip your HO limit-ed with heavyweight Pullman sleeping cars that are as accurate and well-detailed as the best imported brass models. Branchline Trains has introduced finely molded plastic kits for cars that were the mainstays of long-distance travel. The kits have many parts and take some time to assemble, but they're engineered to be buildable by anyone who can follow instructions.

Pullman's standards. The Pullman Co. built standardized sleeping cars and operated them for most railroads. The service was so well-known and widely used that "Pullman" became the generic term for a railroad sleeping car.

HO Pullman features

- Body-mounted couplers
- Car end details include steam, air, and signal lines, uncoupling levers, and safety chains
- Detailed body shell
- Full interior
- Individual grab irons
- Six-wheel trucks with darkened metal RP-25 contour wheels
- Underbody equipment including brake gear, battery boxes, tool boxes, generator, air reservoirs, steam traps, and piping
- Working diaphragms (see text)

A 1940 government suit eventually led to the separation of Pullman's car-building and operating functions. By 1947, the operating side of the company was sold to the railroads, as were the cars by 1949. The cars were leased back to the new Pullman Co. for operation, and the service continued seamlessly.

For modelers this means that Pullman's heavyweight sleepers may be appropriate in trains representing almost any prototype. Most standard steel sleepers were built in the 1920s, but with air-conditioning, modernization, and fancy paint schemes, they served into the 1960s.

Six different kits. Branchline Trains has introduced a series of plastic kits representing six of the most common Pullman floor plans. Sleepers were usually defined by their accommodations, so for example the plan 3979 "8-1-2" car shown here included eight open sections (facing seats converting into upper and lower berths), one drawing

room (a private room sleeping three), and two compartments (private rooms sleeping two). The firm's other Pullman kits are listed on the Branchline Trains Web site.

These Pullman sleeper kits follow the same general design as the New York Central coach I reviewed in the May 2004 *Model Railroader*. There's a common floor-and-ends casting to which the builder adds sides and a roof configured for the particular floor plan.

Branchline has eliminated some annoyances of the earlier kit, so the Pullman's windows and center sills fit easily, and the roof snaps firmly onto the body while remaining easy to remove. I was able to assemble my kit in about six hours.

Prototype fidelity. The completed car is accurate in almost all its important dimensions. Its detail is finely molded, and the finished model gives a good overall impression of the battleship-like prototypes.

The car measures a scale 85'-9" between coupler pulling faces, instead of the prototype's 83'-5". This puts the couplers too far past the diaphragms to make a closed connection between coupled cars.

The trucks have a scale wheelbase of 10'-6", correct for the Pullman type 2410 truck. However, our sample is finished as the *Hiawatha*, an 8-1-2 car built in 1927 for Milwaukee Road service, which had type 2411R trucks. These were similar to the 2410s but had an 11'-0" wheelbase and roller bearings.

All the Branchline Pullmans represent cars air-conditioned in the 1930s and include roofs molded with the characteristic "bubble" ducts as well as appropriate underbody equipment for either the Pullman mechanical or ice-activated air conditioning systems.

For example, *Hiawatha* comes with a casting for the Milwaukee's steam-ejector-air conditioning cabi-



With its molded roof ducts and underbody fittings, the finished 8-1-2 sleeper model represents a prototype car that was air conditioned in the 1930s.



The instructions show where all these separate underbody details fit, and this construction allows modification to match specific prototype cars.

net. However, the prototype car also had two 16" air brake cylinders, while the model has the more-common single 18" brake cylinder. A diagram of the prototype's underbody layout is included, but it can't be duplicated with the kit parts.

Mechanical equipment. Our sample is a recent kit that includes the firm's new all-metal wheelsets. They have the right scale 36" diameter, correct gauge, and roll freely when the trucks are properly assembled.

The trucks include end beams with brake hanger detail, but the end beams interfere with the center sills and prevent the trucks from sitting level. I removed the portion of the end beams between the brake hanger straps. This allowed the trucks to fit properly, but the remnants of the end beams still restricted the trucks' swing.

The car wouldn't operate on 30"-radius curves until I trimmed back the upper corners of the remnant end beams and also removed some of the brake rods and piping that pass behind the wheels. For use on sharper curves, omit the end beams entirely when assembling the trucks. The outboard brake shoes are part of the sideframes, so these most-visible details won't be lost.

The instructions suggest further modifications to allow the cars to run on 22"-radius curves. However, these scale-length cars won't look their best on curves that sharp.

The McHenry magnetic knuckle couplers (with coil knuckle springs) are mounted in boxes on pivoting arms similar to the long drawbars used on the prototype cars. The couplers ride slightly high, so the entire coupler arm will have to be shimmed downward to correct the coupler height.

The kit includes a steel weight to be concealed under the interior. The completed car weighs 6½ ounces, which matches National Model Railroad Association Recommended Practice 20.1.

Handsome heavyweights. Branchline is offering painted kits with authentic car names. Although few heavyweight sleepers wore bright paint jobs until well into the streamliner era, the Milwaukee Road's "yellow and red" (actually orange and maroon) passenger car colors date back to the early 20th century. Branchline has even painted the windows to represent the natural brass sash used on many heavyweight Pullmans – a nice touch.

With details down to uncoupling levers, safety chains, and steam-line connections, the Branchline Pullmans can hold their own with the finest HO models available. – *Andy Sperandio, executive editor*

▶▶ HO heavyweight Pullman

Price: \$39.95 each

Manufacturer

Branchline Trains Division of
Hobby Stores Distributing Co.
333 Park Ave.
East Hartford, CT 06108
www.branchline-trains.com

Description

Plastic craftsman passenger car kit with trucks and couplers

Road names (unspecified cars are Pullman Green) Chicago, Milwaukee, St. Paul & Pacific (orange and maroon); Atchison, Topeka & Santa Fe (two-tone gray); Atlantic Coast Line; Baltimore & Ohio (blue); Canadian National; Chesapeake & Ohio; Great Northern; Illinois Central (brown and orange); Louisville & Nashville (blue and silver); New York Central (two-tone gray); Pennsylvania (Tuscan Red); Pullman; Soo Line (Maroon); Southern Pacific; Wabash (blue); painted Pullman Green but unlettered; undecorated

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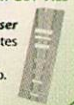
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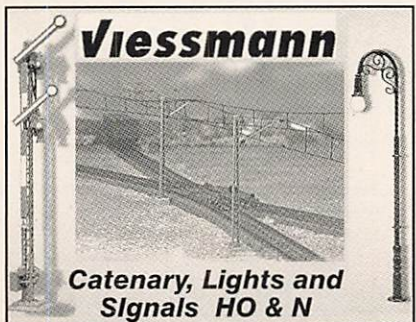
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Product Reviews



New look for Athearn HO GP35 road switcher

An EMD GP35 road switcher has returned to Athearn's line of HO scale Ready-to-Roll locomotives. However, this isn't the model from the 1960s. The new GP35 features an upgraded Rail Power Products shell, a Digital Command Control (DCC) decoder Quick Plug, and many factory-applied details.

The prototype GP35 was built by General Motors Electro-Motive Division (EMD) beginning in October 1963. By the time the last GP35 rolled off the production line in January 1966, 1,333 units had been built including 26 sold to Canadian railroads and 57 for Mexico.

Athearn's new version is based on what railfans call the Phase Ia GP35, which had deep side sills, a low-profile fuel tank, multiple-

latch engine compartment doors, triple louvers on the battery box doors, open-top 36" radiator fans, and flat inertial filter hatches.

Athearn's HO GP35 was first released in 1966, just three years after the first prototype was produced. This early model ran well, but its body shell was too wide, and the details were a bit chunky.

When Athearn acquired the tooling from Rail Power Products in 2002, the original GP35 body shell was scrapped and replaced with this upgraded Rail Power Products shell.

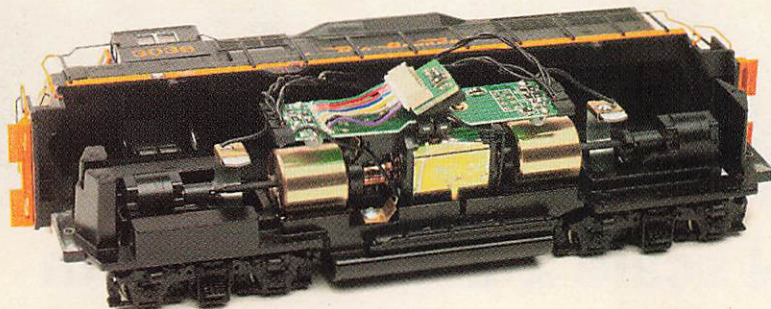
Today's Ready-to-Roll HO GP35 performs even better than the original, thanks to the firm's five-pole skew-wound motor with hexagonal drive lines. The model crawled along at 6 scale mph at 2.9 volts. Our sample achieved a top speed of 97.8 scale mph, approximately 14 to 26 mph faster than the prototype's top speed depending on the locomotive's gear ratio. The model has a drawbar pull of 2.72 ounces, equivalent to 19 free-rolling cars on straight and level track.

Our sample came decorated for Denver & Rio Grande Western. The paint was evenly applied, and the separation lines were crisp. The orange sill and end stripes were also opaque, which must have been a challenge to print considering that they were applied over black.

The shell features many crisp details, including factory-installed wire grab irons, see-through radiator and dynamic brake fans, and pilots with snowplows or foot boards to match the specific proto-

HO GP35 features

- Cast-metal air horns
- Celcon handrails
- Digital Command Control (DCC) decoder Quick Plug
- Directional headlights
- Drawbar pull: 2.72 ounces
- Dual flywheel drive
- Engine weight: 12.75 ounces
- Nickel-silver RP-25 metal wheels, (in gauge)
- McHenry scale magnetic knuckle couplers; correct rear coupler height, but front coupler is too high
- Minimum radius: 18"
- Prototype-specific pilots
- See-through radiator and dynamic brake fans



The traditional Athearn mechanism has been upgraded with a new style motor, hexagonal drive lines, and a Quick Plug to install a DCC decoder.

type. The shell's dimensions closely match drawings that appeared in the *Model Railroader Cyclopaedia: Vol. 2, Diesel Locomotives* (Kalmbach Publishing Co.).

While Athearn's model has some nice features, the dynamic brake casting was a bit misshapen due to several sink marks around the grills on both sides. However, a little body putty, sanding, and paint touch-up will resolve this problem. The door latches and hinges were also a bit oversize.

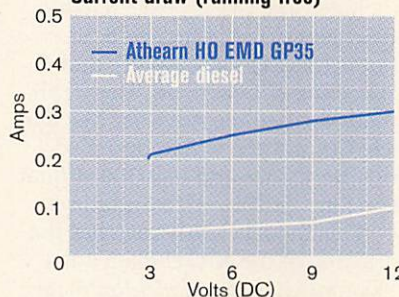
Overall, I'm pleased to see that Athearn has replaced the old GP35 with a model that has a scale-width hood. —Cody Grivno, assistant editor

Drawbar pull (ounces)

0 1 2 3 4 5 6 7 8

Athearn HO EMD GP35
Average diesel

Current draw (running free)

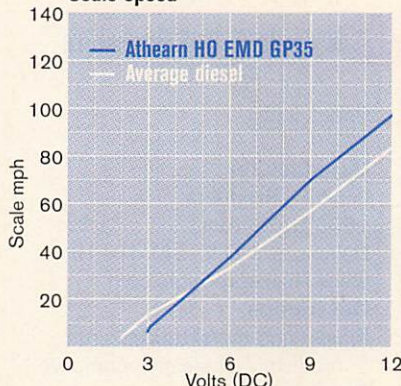


Draw when slipping
Draw when stalled

Athearn HO EMD GP35	.40A	.60A
Average HO diesel	.42A	.90A

"Average" data based on comparable locomotives reviewed recently

Scale speed



Minimum sustained speed

Athearn HO EMD GP35	6.0 mph
Average HO diesel	3.0 mph

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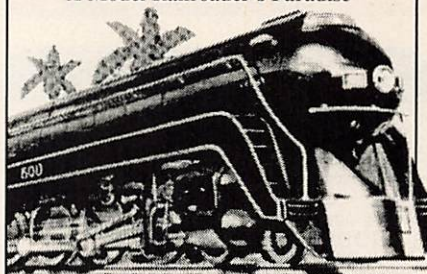
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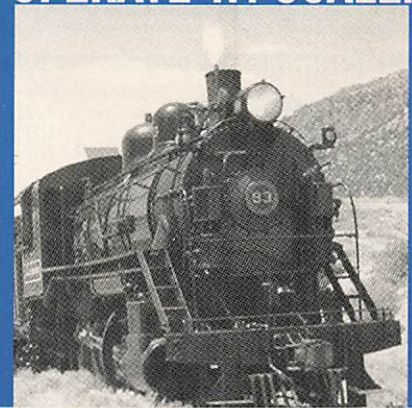
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HO scale GP35

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Manufacturer

Athearn Trains
1550 Glenn Curtiss St.
Carson, CA 90746
www.athearn.com

Description

Plastic-and-metal
ready-to-run locomotive

Road names

With dynamic brake: Atchison, Topeka & Santa Fe; Baltimore & Ohio; Canadian Pacific (maroon); Chesapeake & Ohio; Chicago, Burlington & Quincy; Denver & Rio Grande Western; Erie Lackawanna; Great Northern (orange and green); Milwaukee Road; St. Louis Southwestern (Cotton Belt); Southern Pacific; Western Maryland (black); and undecorated.

Without dynamic brake: Atlantic Coast Line; Chicago & North Western; Louisville & Nashville; Missouri Pacific; and Norfolk & Western (blue)

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Product Reviews



N scale 2-8-4 is a smooth performer with good looks

This great-looking N scale model of a Van Sweringen 2-8-4 Berkshire has been introduced by Life-Like. It's a smooth-running medium-size locomotive, but it's short on power as it pulls only about a dozen cars.

This model's prototype is one of a group of similar Berkshire locomotives built for railroads controlled by the Van Sweringen brothers of Cleveland, Ohio. Their holdings included the Chesapeake & Ohio; Erie; New York, Chicago & St. Louis (Nickel Plate Road); and Wheeling & Lake Erie. These railroads formed the Advisory Mechanical Committee which designed this Berkshire and had 300 similar versions built by Alco and Lima.

This model closely matches the drawing of the Nickel Plate 2-8-4 locomotive in the *Model Railroader* *Cyclopedia: Volume 1, Steam Locomotives*. The model's driving wheelbase is right on thanks to slightly undersize drivers (66" instead of 68"). This is a common solution to gain clearance for oversize model flanges. The lead and trailing trucks are properly spaced, but

there's a lot of daylight showing under the firebox.

The boiler is assembled from detailed plastic castings and more than 50 individual details including wire handrails and a brass bell.

Internally, the Berkshire follows the split-frame design of most N scale locomotives. The two halves of the chassis enclose a gearbox and can motor with a flywheel inside the boiler shell. The motor is geared to both rear driver sets, which drive the others through the side rods. There are no traction tires.

A directional headlight rides on a small printed-circuit (PC) board. There's no provision for Digital Command Control (DCC), but the tender offers space to hide an N scale decoder. All electrical pickup is through the eight drivers and the six wheels of the rear tender truck.

The tender rides on rigid-frame six-wheel Buckeye trucks and features a well-detailed plastic body

▶▶ N scale Berkshire features

- Accumate couplers mounted at the proper height
- Blackened nickel-silver RP-25 wheelsets, in gauge
- Directional constant headlights
- Drawbar pull: .48 ounces
- Eight-wheel drive
- Electrical pickup with 14-wheels
- Engine weight: 4 ounces
- Five-pole, skew-wound, balanced can motor
- Minimum radius: 9"
- Metal handrails
- More than 50 individually-applied railroad-specific details
- Operates on code 55 track
- White light-emitting diode headlights

▶▶ N scale 2-8-4 Berkshire

Price: \$250

Manufacturer

Life-Like Products
1600 Union Ave.
Baltimore, MD 21211-19118
www.lifelikeproducts.com

Description

Plastic and metal ready-to-run medium-size steam locomotive

Road names

Chesapeake & Ohio, Nickel Plate Road, Pere Marquette, and painted but unlettered

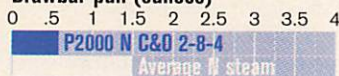
with excellent rivet detail. It includes a reversible backup light.

Accumate magnetic knuckle couplers are mounted at the proper height on the locomotive pilot and the rear of the tender.

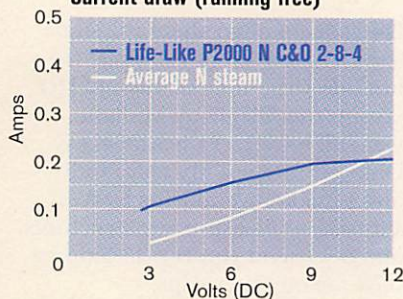
Performance. Our sample Berkshire started moving smoothly at a scale 3.5 scale mph on only 2.6 volts. It reached a realistic 60 scale mph at 7 volts, but its top speed was over 100. The model's drawbar pull was disappointing – equivalent to only 12 free-rolling cars on straight and level track.

So, when you assign this smooth runner to a train, make sure it's a short manifest freight. – J.D.H.

Drawbar pull (ounces)



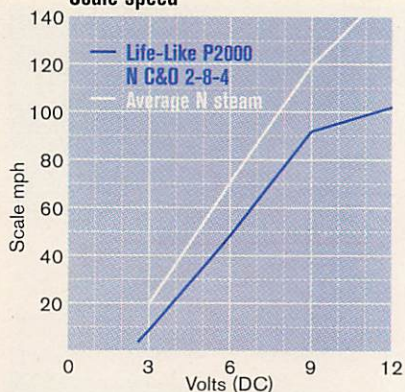
Current draw (running free)



	Draw when slipping	Draw when stalled
Life-Like P2000 N C&O 2-8-4	.21A	.22A
Average N steam	.22A	.42A

Average data based on comparable locomotives reviewed recently

Scale speed



	Minimum sustained speed
Life-Like P2000 N C&O 2-8-4	3.5 mph
Average N steam	8.8 mph



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Model Railroader

Trains of Thought

The quest for the holy, um, eagle

Tony Koester

There's always something we need that we don't have. I'm not counting another bottle of paint or some styrene brick material – the sort of thing a quick trip to the local hobby shop or a call to a mail-order supplier can fix in a jiffy. Rather, I'm talking about a "missing link," something we've been looking for for quite some time, some great unknown or missing piece that we really need to finish an important project.

Until recently, I had four such quests on my radar screen. Two of them were to find photos and/or dimensional data for depots I want to scratchbuild, the Nickel Plate Road (NKP) depot at Oakland, Ill. – the nearby Pennsylvania RR depot there still exists – and the joint NKP-Baltimore & Ohio depot at Metcalf, Ill. One was about a wood interlocking tower – I still haven't found a photo of the west wall of the joint NKP-Chicago & Eastern Illinois tower at Cayuga, Ind. The last one was to find plans of and information about the NKP roundhouse at Charleston, Ill.

Then good fortune came my way. A colleague from the Purdue Railroad Club, Jon Marx, had retrieved several rolls of NKP blue-

prints. I had known about them but thought they were lost when the original owner died in an accident. A kind soul from Kansas City managed to save them, and Jon obtained the blueprints from him.

When we pored over these drawings at the NKP Historical & Technical Society's annual convention last year, we discovered blueprints for both the Metcalf depot and the Charleston roundhouse. Two down, two to go.

Thanks, gentlemen, for helping me re-create in miniature significant parts of the railroad.

Freelancers often share the same sorts of quests. For example, the lineside structures on my old HO layout, the Allegheny Midland, were all based on Chesapeake & Ohio prototypes. My wife, Judy, and I made several trips to West Virginia to measure key structures, and my friend Jim Boyd accompanied me on other trips.

John Roberts, the president of the National Model Railroad Association, had a quest of a different kind. His O scale Blue Ridge & Southern, featured in the 2004 edition of MR's annual *Model Railroad Planning*, is based on an actual branch line in Virginia. By super-



The Dominion Bank building in downtown Eagle Rock, Va., on John Roberts' O scale Blue Ridge & Southern, is now properly adorned with an eagle, thanks to a bit of serendipity. John Roberts photo

imposing a freelanced railroad on a series of actual locations, he can model the prototype when that suits his needs yet bend the rules a little when other priorities surface.

One of the towns John is modeling is Eagle Rock, Va. The Dominion Bank building is a signature feature of downtown Eagle Rock, and fittingly it's adorned with a large eagle cast into its facade. Building a model of the bank presented no major challenges, but modeling that eagle was another matter entirely.

Then one day John and daughter Whitney were shopping in a department store's dollhouse miniatures department. Like most model railroaders, John knows to keep his eyes open when treading the turf of a different hobby.

And there it was – a huge eagle intended for who knows what but now obviously destined for the Dominion Bank in Eagle Rock! The blank pediment of that structure would be blank no more.

Like most of us, John and his "new" railroad have miles to go before they sleep, but he happily reports that he continues to make progress. As he explained in his MRP feature, the HO version of the BR&S and the C&O main line to which it connected had grown into a bit of a monster. Perhaps a change of modeling scale would rekindle his interests and force the scope of the project to be trimmed somewhat – fewer turnouts, a smaller roster, and so on.

His assumptions proved correct. Since he changed to O scale, he's made excellent progress on the railroad. It occupies roughly the same footprint as the HO layout, but it's far less complex.

It's indeed a joy to uncover needed parts or information and in so doing to improve a model or better define an operating practice. And it's rewarding to meet knowledgeable people along the way, especially professional railroaders, who are willing to share their collections and recollections.

But even those triumphs pale in comparison to the sheer elation accompanying the act of discovery. May we never tire of the quest. **MR**

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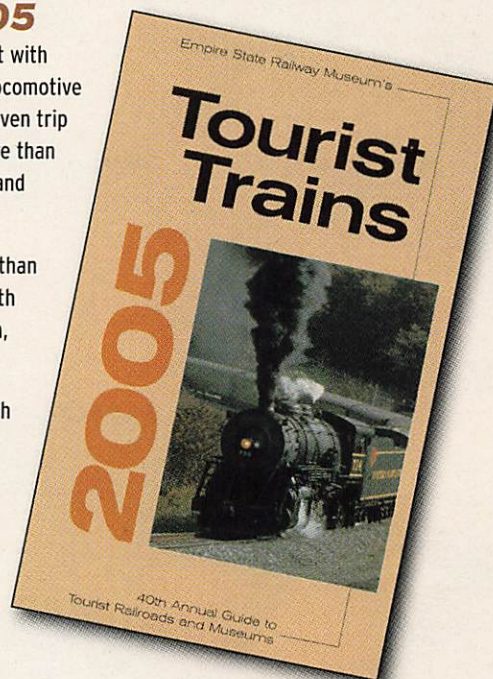
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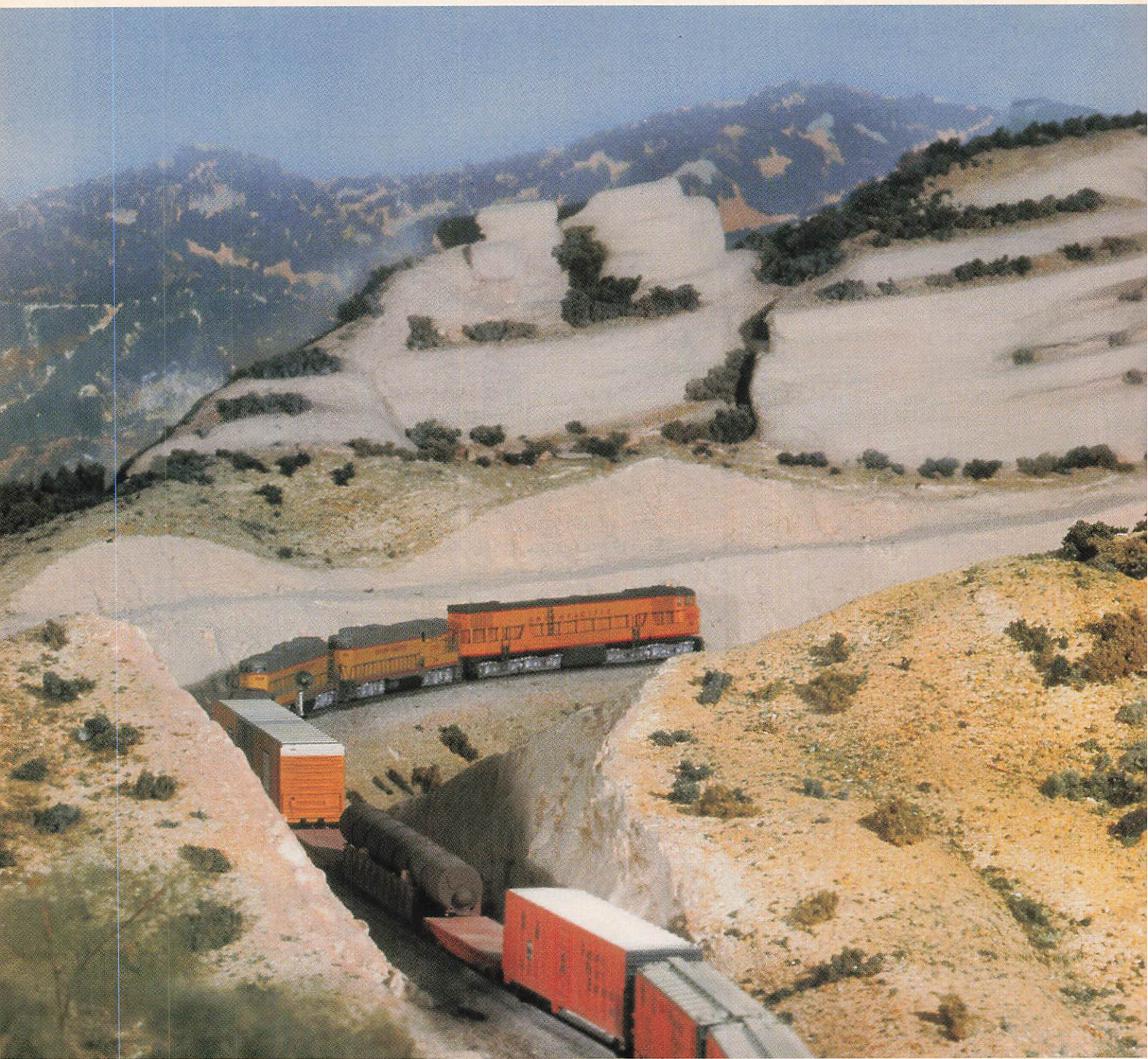
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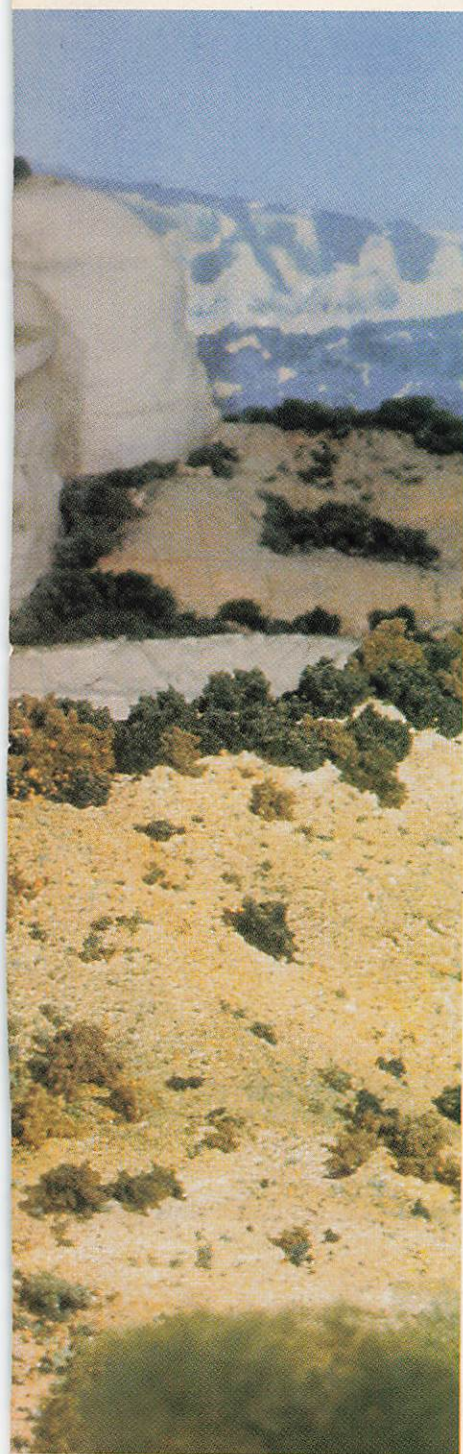
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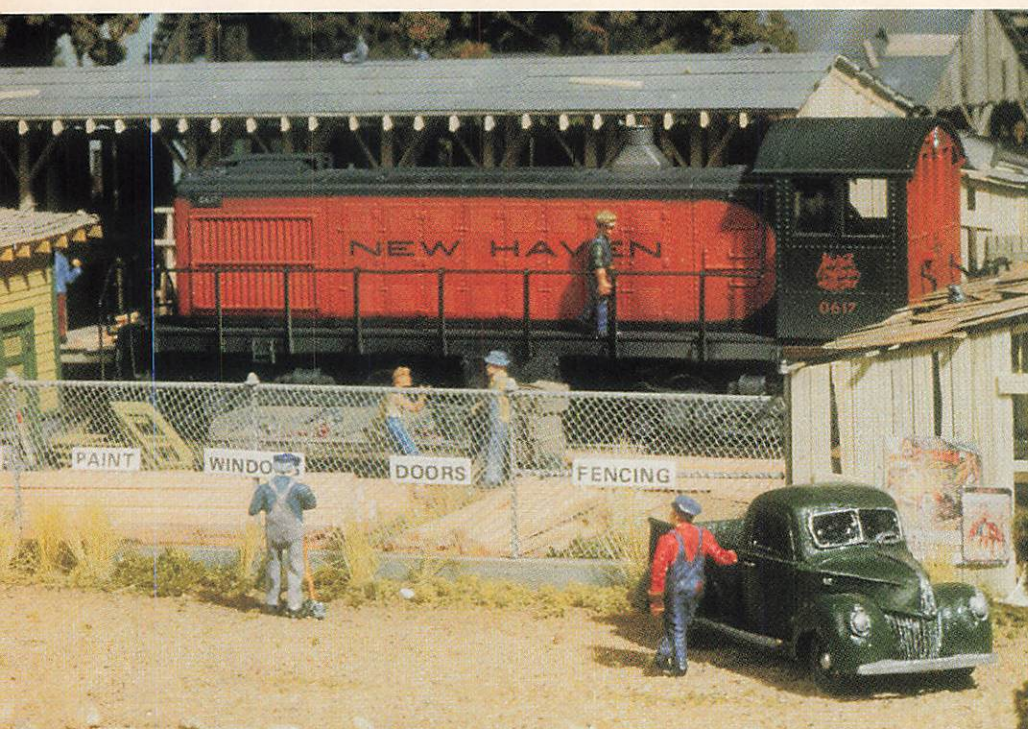
Trackside Photos





A Union Pacific U50B and GP9 cab-and-booster set ascend Sullivan's Curve northwest of Cajon, Calif., with a manifest freight. The UP train is exercising track-age rights over the Atchison, Topeka & Santa Fe between Riverside and Daggett, Calif. The brass locomotive models are all Hallmark imports. Bill Pearce of Wichita, Kan., photographed the scene on his N scale Cajon Pass layout.

With conductor Maurice Wagner and station agent Tim Moore looking on, Allegheny & Lackawanna Southern Alco RS-3 no. 8 eases into the siding behind the Cross Junction station to pick up a boxcar. The scene takes place on *Model Railroader* columnist Lionel Strang's HO scale layout. Lionel, who lives in Midhurst, Ontario, Canada, took the photo.



As lumberyard employees work on assorted tasks, New York, New Haven & Hartford Alco S-2 no. 0617 backs out of the siding after spotting its cars. Lou Sassi photographed the scene on Bob Collett's HO scale Huntington & Hartford RR, featured in the December 1996 *Model Railroader*.

Denver & Rio Grande Western no. 461, a K-27 class 2-8-2, leads a short train over a wood trestle on the road's High Line near Ophir, Colo. Dennis Ferguson of Mahtomedi, Minn., took the photo on his On3 Rio Grande Southern layout.





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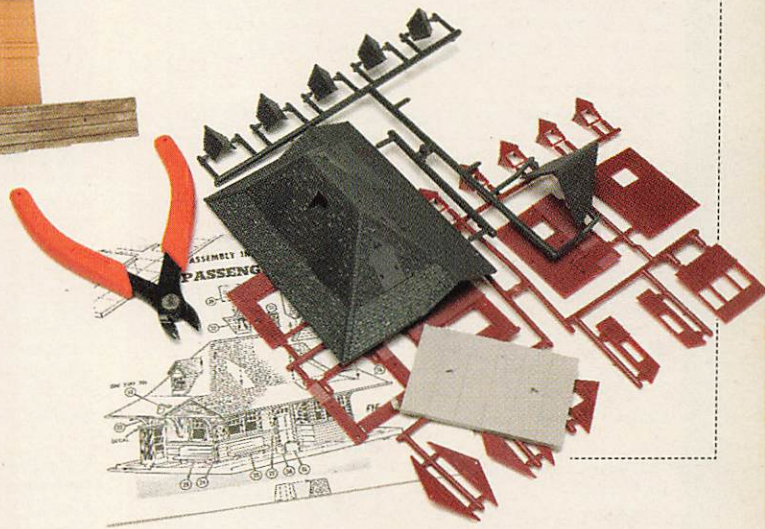
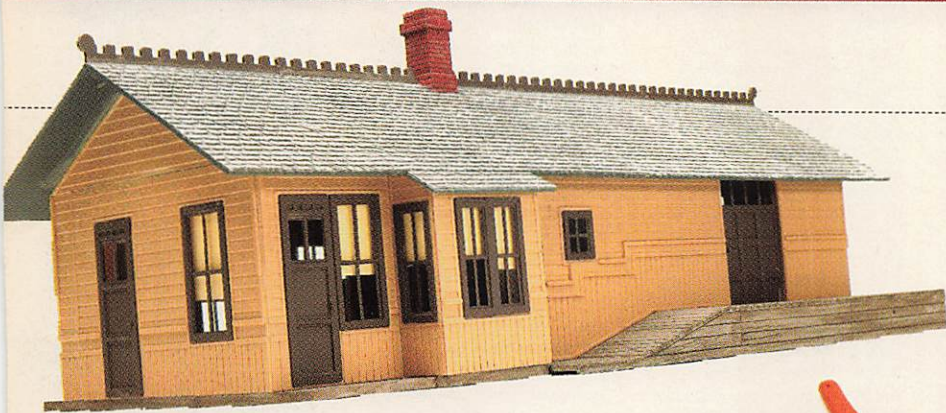
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Rules:

1. Following an original or prototype design, build a model railroad depot (freight or passenger station), of any size, shape, or scale, using modified parts or modular components from at least one currently available kit of any kind.

2. Each entry must include the following:

- A. A 300- to 500-word introduction to the project telling us what inspired your design as well as construction challenges. A typed copy (or computer printout) of the text is required (also include an electronic version on disk or CD-ROM if possible).
- B. One publishable color photo of the finished model, either installed on a layout or captured on a plain white backdrop. Photos should be original and can be transparencies (slides), prints, or digital images. Transparencies are preferred and must be 35mm or larger. Prints must be glossy and 5 x 7 inches or larger. Digital images (captured by a 3.3 megapixel camera or better) must be submitted on disk or CD-ROM in TIFF format with a resolution of at least 300 dpi at 4 x 5 inches; an 8 x 10 printout of each digital image is also required.
- C. A minimum of eight steps, from different stages of the model's construction, each illustrated with a publishable color photo (see above for

specifications) and described in a 50- to 150-word caption. Additional steps, photos, and/or illustrations are acceptable as necessary.

- D. A list of all parts and materials, complete with manufacturer and product number, used in the construction process.
- E. Brief biography of entrant.
- F. Address, daytime phone, and e-mail address (if available) of entrant.

3. Each contestant is limited to one entry. Contestants are not required to take their own photos or write their own text, but are responsible for compensating photographer and/or author and securing all rights to their works. Collaborative efforts are eligible for only one prize per model.

4. All entries must be received in our Waukesha, Wis., office by May 30, 2005. E-mailed submissions will not be accepted.

5. Finished model must be available for shipment to Kalmbach Publishing Co. office (Waukesha, Wis.) if requested. Do not send model unless requested.

6. Judging will be conducted by the *Model Railroader* staff.

7. Entries will be judged on quality of modeling, writing, and photography.

8. Winners will be published in the November and December 2005, and January 2006 issues. *Model Railroader* reserves the right to not award all prizes.

9. All winning entries (text and photos only) become the property of *Model Railroader*.

10. *Model Railroader* reserves the right to purchase non-winning entries at standard rates.

11. Non-winning entries not selected for purchase will be returned only if return packaging and postage are supplied by entrant.

12. Kalmbach Publishing Co. employees and their families are not eligible to enter this contest.

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*This contest is dedicated to the memory of Art Curren, a long-time employee of Kalmbach Publishing Co. Art was legendary for his ability to modify and combine kits in ways that resulted in some of the most interesting and unique structures to appear in the pages of *Model Railroader* magazine.

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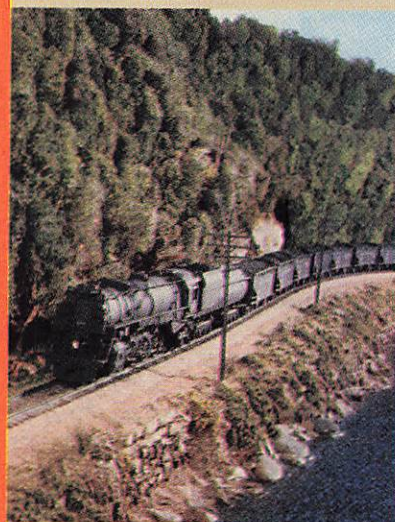
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David Popp

Interactive hobby

Several years ago, when Hershey Latner retired from his business career, his love of children and trains led him to build a portable N scale layout to travel with him

while volunteering at a local children's hospital. Today,

Latner and his layout spend two days each week at the McMaster Children's Hospital in Hamilton, Ontario, Canada, helping young patients forget their troubles briefly by letting them run the

trains. Latner and his layout were an instant hit with the kids and earned him the nickname "Papa Train."

As Papa Train, Latner helps patients forget some of the fears associated with their stay in the hospital. The time the children spend with him running the trains, blowing the whistle, and activating some of the layout's more than 80 other features and sound effects leaves them with a smile and something positive to remember. According to Murray Martin, the hospital's CEO, Latner's interaction with each child "provides a delightful diversion to their hospital stay."



Patient April Ripper and "Papa Train" (volunteer Hershey Latner) operate his portable N scale layout at the McMaster Children's Hospital in Hamilton, Ontario, Canada. Eric Ripper photo

Building a portable layout that would meet the hospital's strict criteria was initially a bit of a challenge. Latner says, "The electrical systems had to be retrofitted and approved by the hospital's bio-engineering department, and we had to come up with a method to protect all the patients from transmitting infection."

Many of the children Latner visits are seriously ill, and though there are often heartaches, he's quick to point out that he's "seen tons of miracles" as well.

To say Latner and his model trains have made a difference would be an understatement. Those who

know Papa Train can't say enough about him. Hospital patient April Ripper says, "Papa Train makes me laugh . . . and he brings smiles to the kids when they're upset." One parent even equated her son's friendship with Papa Train as to "what it would be like for a child to get to play with Santa."

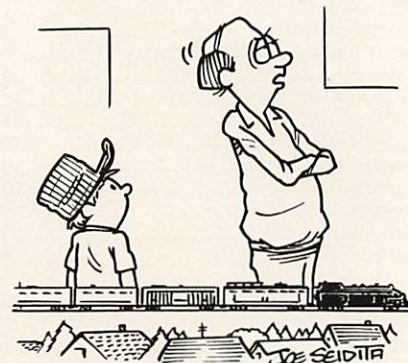
Since he started volunteering, Hershey Latner's worked with more than 10,000 children, and he says his single mission has always been to put a smile on every child's face. He also says that whatever he has given the children, he feels he's gotten back tenfold, which he believes makes him the fortunate one.

A prototype for everything

Michael Wearing of Richmond Hill, Ontario, Canada, did a double take last fall when he found this GLUED BALLAST DO NOT TAMP sign at Paddington Station in London, England. Though not common in North America, the practice of "gluing" ballast has been used in Europe for a number of years, particularly along tracks that are used by high-speed trains. The sign is just another piece of evidence supporting the model



railroader's motto: "A prototype for everything." Michael snapped the photo while on vacation in the UK and sent it to us.



"The operating rules for this railroad clearly state that I can not start the train without my engineer's hat!"



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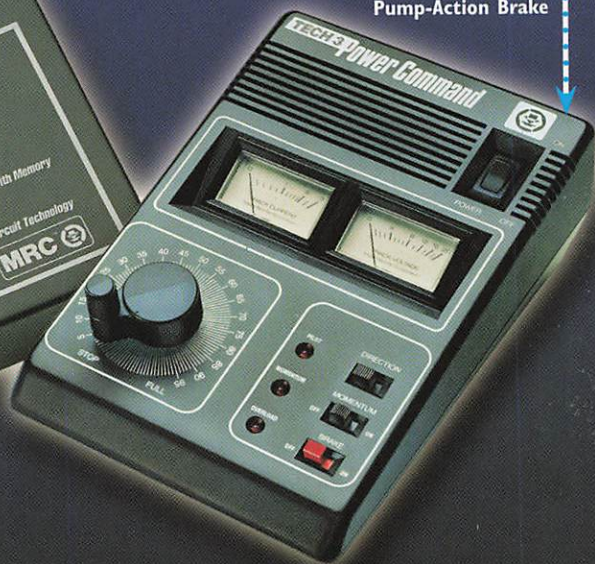
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